

Joint Environmental Statement –  
Technical Appendices  
Transport Interchange and South  
Shields Outline Masterplan  
Planning Applications  
Muse Developments Ltd and South  
Tyneside Council

July 2015

**Turley**

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M McCallum  
Marianne.mccallum@turley.co.uk

**Client**

Muse Developments Ltd and South Tyneside Council

**Our reference**

MUSY2001

July 2015



# Chapter 1 Introduction

# **Appendix 1.1 Screening and Scoping Opinion Request**

22 June 2015

**Delivered by email and post**

Mrs C Matten  
South Tyneside Council  
Town Hall & Civic Offices  
Westoe Road  
SOUTH SHIELDS  
NE33 2RL

Dear Chris

**TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS  
2011 (AS AMENDED)**

- REGULATION 5: REQUEST FOR A SCREENING OPINION
- REGULATION 13: REQUEST FOR A SCOPING OPINION

**ERECTION OF NEW TRANSPORT INTERCHANGE (APPLICATION FOR FULL PLANNING  
PERMISSION) AND TOWN CENTRE MASTERPLAN PROPOSALS (APPLICATION FOR OUTLINE  
PLANNING PERMISSON)**

I write on behalf of our joint client, Muse Developments Ltd and South Tyneside Council, to formally request a Screening Opinion pursuant to Regulation 5(1) and a Scoping Opinion pursuant to Regulation 13(1) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 in relation to the proposed development of a new transport interchange and town centre masterplan proposals in South Shields Town Centre.

Two planning applications will be submitted to the Local Planning Authority to seek planning permission for the following two separate but related elements of the scheme:

- Full planning application: Demolition of existing Metro station on King Street, Keppel Street Post Office, 3, 5 and 7 Keppel Street and properties on William Street, Burrow Street and Albermarle Street. Erection of a new Transport Interchange, comprising new interchange building, Metro station, bus station, retail unit and passenger drop-off area and separate retail unit with office accommodation at first and second floors.
- Outline planning application for the redevelopment of South Shields Town Centre: Demolition of properties on King Street, Barrington Street, Coronation Street, Fowler Street, Thomas Street, Franklin Street, Charlotte Street, Mount Terrace, St Hilda Street and Crossgate and existing bus stands on Chapter Row. Erection of A1 retail uses (7,390sq m), A3 restaurants and cafés (2,060sq m), D2 cinema (2,745sq m) and an A1 foodstore (6,039sq m) with multi-storey and surface car parking.

33 Park Place  
Leeds  
LS1 2RY

T 0113 386 3800 [turley.co.uk](http://turley.co.uk)



The ES will be co-ordinated by Turley, who will also take responsibility for general chapters, assessment of alternatives and consideration of cumulative impacts and impact interactions.

## **Site description**

As shown on the accompanying drawings, the application sites (outlined in red) include a total of 6.0 ha of land within South Shields town centre. The two separate application sites are shown on the accompanying site location plans.

The application site for the interchange (full application) comprises 1.1 hectares in two parcels of land: an area of land incorporating the current Metro station and walkway between King Street and Fowler Street, and an area of land incorporating the existing Metro track and land and buildings (to be demolished) to the west of Fowler Street, including sections of Albermarle Street, William Street and Burrow Street.

The application site for the town centre masterplan (outline application) comprises 4.9 hectares in four parcels of land: land around Barrington Street and Chapter Row, the existing surface car park to the west of Garden Lane and south of Coronation Street, land to the north of the existing Waterloo Square car park, and land to the west of Fowler Street, including sections of Thomas Street, Charlotte Street, Franklin Street, Mount Terrace and St Hilda Street. These parcels of land include areas of hardstanding (including roads and pavements), existing bus stands and car parking areas, areas of vacant land and existing buildings to be demolished.

The parcels specifically exclude the listed buildings on Barrington Street.



*Aerial view of the application sites*





*Indicative 3-D visualisation of the proposed new transport interchange, showing the indicative height and scale of the new building*

**Outline planning application: Town Centre masterplan proposals**

As shown on the drawings, the proposals are for a wider regeneration of the town centre, which will involve the demolition of existing buildings and the erection of new retail, café, restaurant and cinema uses, a new car park and a new foodstore with 300 parking spaces.

The buildings will generally be single and two-storey in height, with the proposed car park being over four levels and the cinema being approximately three storeys in height.

This planning application is made in outline.

**EIA Regulations**

The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended) set out the thresholds for developments for which Environmental Impact Assessment (EIA) is mandatory (Schedule 1) and for which EIA may be required (Schedule 2). An Environmental Statement (ES) must accompany every planning application for which EIA is required.

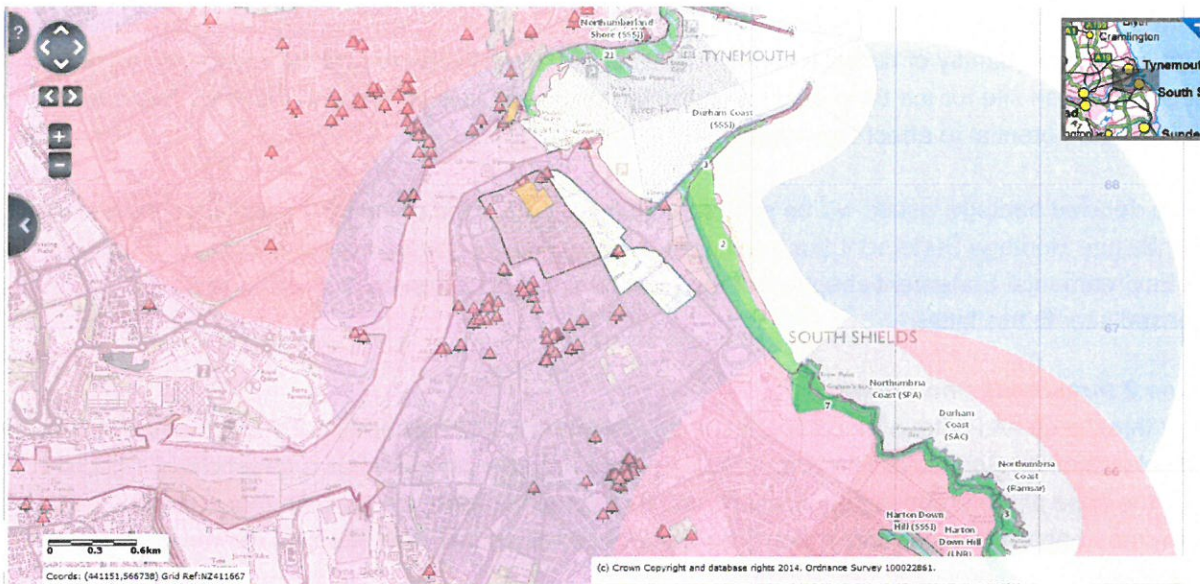
EU Directive 2014/52/EU replaces 2011/92/EU but is not required to be transposed to national statute until 16 May 2017. The transition arrangements mean that 2011/92/EU is the correct legislative provision for the determination of this application.

**Schedule 1**

Schedule 1 identifies 23 different types of development for which EIA is mandatory. These projects include major infrastructure projects for chemical and petrochemical industries, energy industries, extractive industries, processing industries, transport networks, waste management, water resources and agricultural industries.



Site or Registered Parks and Gardens. The proposed development, therefore, is not considered to impact upon these designated areas.



Extract of DEFRA's 'Magic' Map (<http://magic.defra.gov.uk/MagicMap.aspx>)

In addition to a review of the DEFRA Magic website, the Environment Agency's flood mapping website has been consulted and identifies that the site lies within flood zone 1 (low risk of flooding from rivers or the sea).



Customers in Wales - From 1 April 2013 Natural Resources Wales (NRW) has taken over the responsibilities of the Environment Agency in Wales  
 © Environment Agency copyright and database rights 2014 © Ordnance Survey Crown copyright. All rights reserved. Environment Agency, 100020380  
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Environment Agency flood risk map (<http://maps.environment-agency.gov.uk>)

Notwithstanding this, consideration has been given to the statutory and non-statutory designations that lie within or adjacent to the site.



## *Significant Environmental Effects*

What may constitute a 'significant' effect must be assessed on the basis of the individual quantifiable facts and evidence base available relative to a particular development proposal. It is often not possible to make a Screening opinion based on full information, and thus it is the *likelihood* of significant effects arising which is important.

### **Schedule 3 Selection Criteria**

In considering whether the development is likely to have any significant effects on the environment, Schedule 3 provides the following broad areas for consideration:

- The characteristics of the development;
- The location of the development;
- The characteristics of any potential impact.

These are considered in more detail as follows.

#### *Characteristics of the Development*

The proposed development is for a new transport interchange, including a new interchange building, new Metro station and retail/office unit, following demolition of the existing Metro station and public realm enhancements; as well as the wider redevelopment of South Shields Town Centre, comprising retail, café, restaurant and cinema uses, a new car park and a new foodstore with 300 parking spaces. The proposed uses are similar in nature to those that have recently existed on the site and no conflicts or significant cumulative effects are anticipated due to the similarities of these uses.

The application proposals will not involve any industrial processes or result in a significant production of waste or any material pollution or nuisance. There will be no quantities of hazardous substances stored in the proposed new buildings. As such, the nature of the development is not considered to present any particularly significant effects upon the environment as a result of their character.

#### *Location of Development*

The application sites constitute previously-developed land within the South Shields urban area. The areas surrounding the sites have been developed over time with various commercial town centre buildings, which are from a range of eras and architectural styles. Within the application sites are areas of hardstanding, vacant land, car parking areas and a number of buildings to be demolished, all within an intensively-developed urban environment.

Given that the existing characteristics of the application sites, which are all built upon, have been subject to modern disturbance, are urban in nature, contain large elements of existing hardstanding and contain uses generating transport movements and associated emissions, it is considered that the sites are less sensitive to change.

There are no sensitive designations on the sites which are of international, national or local importance, but there are a number of designated and non-designated heritage assets close and immediately adjacent to the application sites, which are a relevant consideration and are considered in detail below.

Although it is acknowledged that the provision of such a facility is likely to result in a localised positive economic impact for the town, mainly through indirect economic benefits (eg increased footfall and customer spending within the town), it is not considered that the change is significant enough to warrant an EIA, given that the scheme is effectively consolidating uses that all already exist within South Shields town centre.

However, in respect of the larger outline masterplan application, it is considered that the socio-economic impact has the potential to be greater, given the scale of the proposed development, the cumulative impact of the proposed uses throughout the site and the introduction of uses that do not currently exist in South Shields town centre (eg the proposed cinema).

It is expected that the socio-economic impacts of the proposed development for the outline masterplan application will be positive, and, given the scale and cumulative impact, it is considered that this positive impact has the potential to be significant enough to warrant an EIA. As such, an ES Chapter will be prepared in support of this application.

A Socio-Economic Scoping Report for the outline masterplan application accompanies this letter and details the relevant standards and guidance relating to the assessment of socio-economic matters. It provides socio-economic baseline conditions pertaining to the proposed development. It also provides an initial assessment of the likely significant effects that are likely to arise during both the construction and operational (post completion) phases of the proposed development that will require full investigation through the preparation of the ES socio-economic chapter.

It is important to be aware that the ES will take into account the socio-economic factors of the proposed interchange, but the separate proposals for the interchange in their own right do not constitute EIA development for the reasons set out above.

### ***Townscape/Visual***

The proposed design of the new interchange building and associated public realm enhancements seeks to provide an iconic building while reflecting and enhancing the surrounding streetscape. It is designed to integrate with its surroundings and create a new modern feel and environment in this part of the town centre within an existing urban area.

The wider outline masterplan application will enable an overall enhancement to the appearance of the town centre by replacing older buildings with a higher-quality form of development, also designed to integrate with its urban surroundings.

The two application sites contain a variety of uses and buildings that will be demolished, which are mainly of two and three-storey height, as well as areas of hardstanding and vacant land. Although it is acknowledged that the planning applications will replace this existing street pattern with a new modern form of development, this will largely be similar in scale and height to the existing predominant two and three-storey form and urban layout of the town centre.

It is considered that, due to the urban location of the proposed development within the context of the range of modern and older town centre buildings, the visual impact and level of change in townscape will not be significant. Longer-range views will not be significantly affected.

It is also considered that there will be a beneficial impact upon the overall townscape, but this is not considered to be significant in the context of the existing development and urban form that currently surrounds the site to warrant an EIA.



interchange which supports a limited range of common and widespread species. New landscaping would be designed to maximise its ecological value using locally native species or non-native species with an acknowledged wildlife value in urban environments;

- The buildings marked for future demolition were of negligible or very low value to roosting bats given the nature of the buildings and their urban locations along with a lack of previously recorded bat activity within the South Shields Town Centre. Nevertheless, and as a precautionary measure, further bat activity surveys are currently being completed in order to provide further data to allow assessments upon this European protected species to be assessed fully. The first of these surveys recorded a single common pipistrelle (*Pipistrellus pipistrellus*) bat in the vicinity of St Hilda's Church outside of the current study areas and suggests that impacts upon bats are likely to be negligible and that no roost locations would be impacted.
- Potential impacts upon roof nesting gulls can be mitigated by completing building demolition works of "at risk" buildings outside of the bird nesting season. Where this cannot be accommodated, a survey by a suitably qualified ecologist would be undertaken to ensure that no nesting gulls would be impacted by the demolitions and suitable mitigation measures would be implemented using well tried and tested methods, such as avoiding specific buildings and leaving certain areas untouched until they are no longer used by nesting birds.

Consequently, it is assessed that the likely ecological impacts of the development would be negligible. No sites covered by statutory or non-statutory nature conservation designations or legally protected species would be affected and the new landscapes proposals offer an opportunity for creating areas of value to urban wildlife.

Therefore, an EIA is not considered to be required on ecological grounds.

### **Archaeology**

Archaeological Assessments have been prepared and will accompany the planning submissions. The reports consider the known or suspected archaeological remains lying within and adjacent to the application sites.

For the new transport interchange application, the Archaeological Assessment concludes that the site has relatively low potential for archaeological activity, primarily due to modern uses, and in part due to low impacts from the proposed development. There is a low potential for pre-modern activity to have taken place, but it is recommended that a programme of evaluation excavation be undertaken in those areas not currently occupied by buildings, which could be secured by way of a condition attached to any planning permission.

For the masterplan application, the Archaeological Assessment concludes that, although there is likely to have been considerable disturbance as a result of modern development and World War II bombing raids, the large area involved raises the potential for archaeological remains to survive in isolated pockets across the site. The potential exists for remains of all periods, but most notably activity associated with the Roman road, the medieval cemetery and post-medieval expansion of the town centre.

As such, the report recommends a programme of evaluation excavation in order to determine the presence or absence of archaeological remains and to allow a mitigation strategy to be developed in accordance with the requirements of the NPPF. It is considered that this could be secured by way of a condition attached to any planning permission. Therefore, an EIA is not considered to be required on archaeological grounds.

The TA includes details of existing transport conditions, collision analysis, a review of existing and future transport conditions, trip generation and distribution calculations and an impact assessment. The TP has been prepared to reduce the number of single occupancy car trips to and from the site, increase the number of staff and visitors using sustainable forms of transport to and from the site, and increase staff and visitor awareness of the TP and the use of sustainable modes.

The TP measures, supplemented by extensive sustainable transport improvements and local junction mitigation schemes, are considered to be effective in mitigating highway capacity issues resulting in an impact that is not significant.

In terms of any potential environmental effects of the associated traffic arising from the proposed development, the main effect would be air emissions from additional vehicles visiting the site.

Therefore, Air Quality Assessments (AQAs) have been prepared for both planning applications and will accompany the planning submissions.

The purpose of AQAs is to consider the impact of the development on local traffic related pollutant emissions, whilst also considering the sensitivity and safeguarding of future occupiers of the site in relation to air quality.

The AQAs focus on key transport related pollutants such as NO<sub>2</sub> and PM<sub>10</sub> and determine the air quality associated with the 2013 Base Year, 2018 Opening Year (Transport Interchange) and 2025 Opening Year (Master Plan) situations at receptors located in close proximity to the proposed development site.

It is concluded that, because the site does not lie within Air Quality Management Area (AQMA) and the pollutant concentrations at receptors locations are below the National Air Quality Strategy (NAQS) Objectives, the impact of development on local air quality is considered to be insignificant and the site is deemed acceptable for the amenity of future occupants and visitors in respect of local air quality.

In light of the above, it is concluded that the proposed development will not initiate any significant increase in traffic-related emissions, and, as such, it is anticipated that no specific mitigation will be required. In respect of the construction phase, tried-and-tested mitigation measures may be required to alleviate any potential generation of dust.

## **Noise**

Noise Assessments have been prepared for both planning applications and will accompany the planning submissions. The Noise Assessments measured background noise levels in accordance with BS 7445:1991 and BS 4142:2014 and provide benchmarks against which potential noise impact may be assessed. There are several residential properties in close proximity to the sites. However, these are all very urban, and already affected by relatively high baseline noise levels.

In respect of the both applications, it has been concluded that the calculated plant sound rating level will not exceed the measured or representative background level at any sound sensitive receptor by more than 5 dB. This may be attenuated by tried-and-tested remedial measures, which may include attenuator specifications, acoustic enclosures or barriers, and attenuated louvre specifications, and through detailed locational choice of plant locations within the development.

Noise from the construction of the proposed development will be temporary and best practice procedures will be employed, including limiting the hours of working, maintaining plant and construction materials and the inclusion of noise attenuation measures if required.



interchange and retail/office units, as the overall potential impacts arising from the development are not considered to be significant.

However, given the nature of the proposed development and likely significant impacts relating to Heritage and Socio-Economic impact, the applicants consider that the outline planning application for the Town Centre masterplan constitutes EIA development and will therefore voluntarily submit an Environmental Statement (ES) along with that planning application. The applicant also proposes to limit the scope of the ES to those issues where likely significant effects have been identified, namely Heritage and Socio-Economic effects. The Scoping Reports attached to this letter set out the proposed methodology and extent of the assessment proposed.

We therefore request that the Local Planning Authority adopts a Screening Opinion to confirm that no ES is required to support the full application, an opinion as to whether an ES is required for the outline planning application and a Scoping Opinion to confirm the relevant matters and methodology to be included within the ES for the outline application. In accordance with Regulation 5(4), we look forward to hearing from you within the statutory 21 day period.

Should you have any queries relating to the foregoing, please do not hesitate to contact me.

Yours sincerely



Michael Powell  
**Senior Planner**

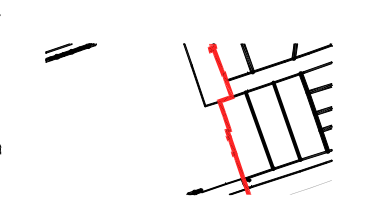
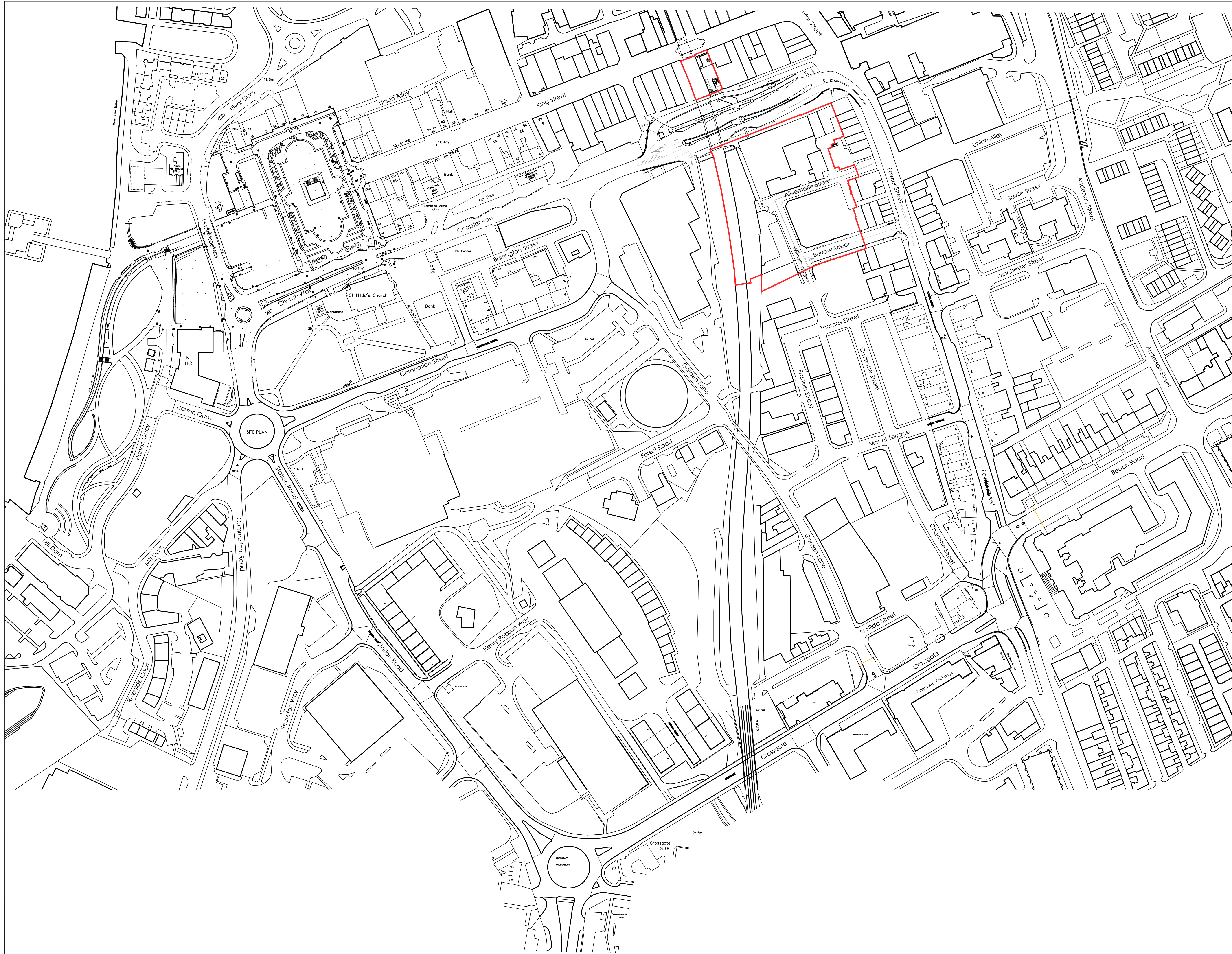
michael.powell@turley.co.uk

enc: Site location plan showing outline planning application red-line boundary (ref 12569M\_1005 rev B)  
Site location plan showing full planning application red-line boundary (ref 12569B\_1000 rev G)  
Planning application boundaries and proposed s278 works (based on the existing built form) (ref 12569M\_1000 rev R)  
Planning application boundaries and proposed s278 works showing proposed development (ref 12569M\_1004 rev C)  
Illustrative scheme showing scale parameters of the masterplan application (ref 12569C\_023 rev A)

Heritage Scoping Report, prepared by Turley Heritage  
Socio-Economic Scoping Report, prepared by Turley Economics

cc: Terry Shaw/David Wells (Muse Developments Ltd)  
John Sparkes (South Tyneside Council)





**Red Application Line**  
Interchange and associated infrastructure  
Area - 2.7acres 1.1 hectares

G	10.06.15	Area enclosed	CS	HP
F	18.05.15	Boundary lines amended	CS	HP
E	05.01.14	Proposed buildings removed	CS	HP
D	11.12.14	Horton Quay removed Detail area boundary adjusted	HP	CS
C	27.11.14	Drawing rescaled as per client request	HP	CS
B	14.11.14	Amendments to boundary areas	CS	HP
A	11.11.14	Amendments to boundary areas	HP	CS
Rev	Date	Description	Rev By	Chk'd By

Project Title: South Shields 365 Regeneration  
Application Boundary  
South Shields Town Centre

Client: Muse Developments

Status: DESIGN / PLANNING

Scale: 1:1250 Drawing Size: A1

Drawn By: CAB Checked By: HSP Date: 11.2014

Drawing Title: Application Boundary

Job-Dwg No: 12569B\_1000 Rev: G

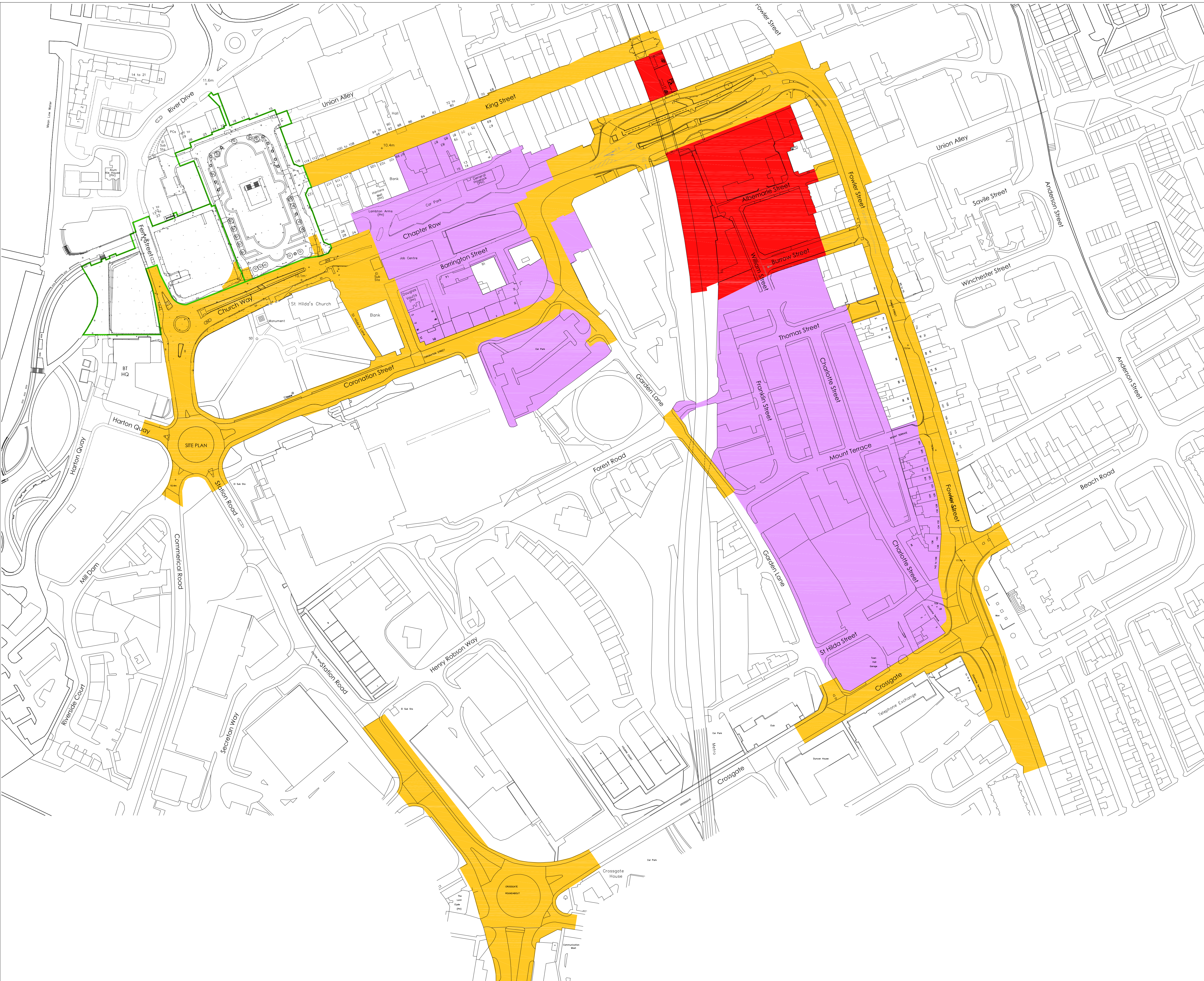
THE HARRIS PARTNERSHIP WAKEFIELD  
 2 St. Johns North, Wakefield, WF1 3QA  
 T. 01924 291 800 F. 01924 290 072  
 THE HARRIS PARTNERSHIP MANCHESTER  
 2nd Floor, Corners Warehouse  
 77 Dale Street, Manchester, M1 2HG  
 T. 0161 238 8555 F. 0161 244 5809  
 THE HARRIS PARTNERSHIP MILTON KEYNES  
 The Old Rectory, 79 High Street  
 Newport Pagnell, MK16 8AG  
 T. 01908 211 577 F. 01908 211 722  
 THE HARRIS PARTNERSHIP READING  
 101 London Road, Reading, RG1 5BR  
 T. 0118 950 7700 F. 0118 956 8642

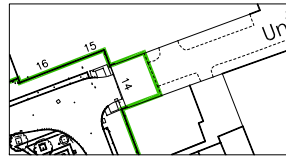
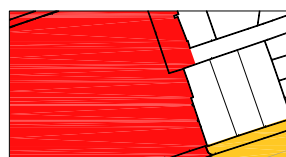

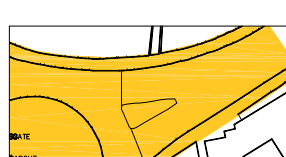
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-  **Green Line - Existing Planning Consent**  
"The Word" Building and Market Place  
Currently on site
-  **Red Application Hatch:**  
Detailed Application  
New Interchange and demolition works  
Area - 2.7 acres / 1.1 hectares
-  **Pink Application Line and Hatch**  
Outline Masterplan Application  
Area - 12.1 acres / 4.9 hectares
-  **Orange Application Line and Hatch**  
S278 Highway Works  
Area - 12.3 acres / 5.0 hectares

R.	10.06.15	Areas included	CB	HP
Q.	22.04.15	Amended boundaries	CB	HP
P.	21.04.15	Amended boundaries	CB	HP
N.	09.04.15	Amended S278 boundaries in accordance with JHP comments	HP	CB
M.	07.04.15	Amended Outline and S278 boundaries	HP	CB
L.	13.03.15	Amended Outline and S278 boundaries	CB	HP
K.	03.03.15	Waterloo Square defined as S278	CB	HP
J.	24.02.15	Application boundary updated to include car park	HP	CB
H.	10.02.15	Market Square Phase 2 shown as S278	CB	HP
G.	29.01.15	Application boundaries amended	CB	HP
F.	12.01.14	Market Place Phase II shown as detailed	CB	HP
E.	05.01.14	Proposed building I removed	CB	HP
D.	11.12.14	Horton Quay removed Deliver Area boundary adjusted	HP	CB
C.	27.11.14	Drawing resubmitted as per client request	HP	CB
B.	14.11.14	Amendments to boundary areas	CB	HP
A.	11.11.14	Amendments to boundary areas	HP	CB
Rev	Date	Description	Rev By	Ch'd By

Project Title	South Shields 365 Regeneration MASTERPLAN South Shields Town Centre		
Client	Muse Developments		
Status	PLANNING		
Scale	1:1250	Drawing Size	A1
Drawn By	CAB	Checked By	HSP
Date	11.2014		
Drawing Title	Masterplan Application Strategy		
Job-Dwg No	12569M_1000	Rev	R

THE HARRIS PARTNERSHIP WAKEFIELD  
 2 St. Johns North, Wakefield, WF1 3QA  
 T. 01924 291 800 F. 01924 290 072

THE HARRIS PARTNERSHIP MANCHESTER  
 2nd Floor, Corners Warehouse  
 77 Dale Street, Manchester, M1 2HG  
 T. 0161 238 8555 F. 0161 244 9009

THE HARRIS PARTNERSHIP MILTON KEYNES  
 The Old Rectory, 79 High Street  
 Newport Pagnell, MK16 8JL  
 T. 01908 211 577 F. 01908 211 722

THE HARRIS PARTNERSHIP READING  
 101 London Road, Reading, RG1 5B7  
 T. 0118 950 7700 F. 0118 956 8642

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**Application Line**  
 Outline Masterplan Application  
 12.1 acres  
 4.9 hectares



Rev	Date	Description	HP	CB
B	10.06.15	Areas amended	HP	CB
A	07.04.15	Road Line updated	HP	CB
Rev	Date	Description	HP	CB
Project Title: South Shields 365 Regeneration MASTERPLAN South Shields Town Centre				
Client: Muse Developments				
Status: PLANNING				
Scale: 1:1250		Drawing Size: A1		
Drawn By: CAB	Checked By: HSP	Date: 11.2014		
Drawing Title: Outline Masterplan Application Boundary				
Job-Dwg No:	12569M_1005	Rev: B		

THE HARRIS PARTNERSHIP WAKEFIELD  
 2 St. Johns North, Wakefield, WF1 3QA  
 T. 01924 291 800 F. 01924 290 072  
 THE HARRIS PARTNERSHIP MANCHESTER  
 2nd Floor, Corners Warehouse  
 77 Dale Street, Manchester, M1 2HG  
 T. 0161 238 8555 F. 0161 244 5009  
 THE HARRIS PARTNERSHIP MILTON KEYNES  
 The Old Rectory, 79 High Street  
 Newport Pagnell, MK16 8AG  
 T. 01908 211 577 F. 01908 211 722  
 THE HARRIS PARTNERSHIP READING  
 101 London Road, Reading, RG1 5BR  
 T. 0118 950 7700 F. 0118 956 8642





# Socio-Economic Effects

## Introduction

This section details the relevant standards and guidance relating to the assessment of socio-economic matters. It provides a socio-economic baseline conditions pertaining to the proposed development. It also provides an initial assessment of the likely significant effects that are likely to arise during both the construction and operational (post completion) phases of the proposed development that will require full investigation through the preparation of the ES socio-economic chapter.

## Preliminary Assessment of Baseline Conditions

The following provides a preliminary description of the baseline socio-economic conditions emerging from desk-based research undertaken to date. This analysis will be further developed and refined as part of the ES socio-economic chapter.

### Study Area

The study area considered within this assessment has been informed by an understanding of the relevant economic and housing market geography of South Tyneside, alongside consideration of the availability and reliability of data at a variety of spatial scales.

Three spatial scales have been established for use within the assessment, which in combination reflect the study area in its entirety:

- The **South Shields impact area** is defined by 13 Middle Super Output Areas (MSOAs) that align on a 'best fit' basis with the South Shields Parliamentary Constituency boundary<sup>1</sup>, within which the application site lies. The 2011 Census (Ref 1.1) shows that of the 11,493 people who work in the two MSOAs which broadly cover South Shields town centre, around 54% live in the South Shields impact area.
- **The local impact area** covers the local authority area of South Tyneside. The 2011 Census data suggests that circa 66% of people who work in South Tyneside also live in the local authority area. Furthermore of the 11,493 people working in South Shields town centre, 73% live within the local impact area, representing a relatively high level of economic labour market containment.
- **The wider impact area** covers the functional economic geography area of the North East Local Enterprise Partnership (LEP); which consists of the 7 local authority areas of County Durham, Gateshead, Newcastle upon Tyne, North Tyneside, Northumberland, South Tyneside and Sunderland. The 2011 Census recorded that 97% of jobs within South Tyneside are taken by residents living across this wider area, indicating a very high level of containment of employment and associated expenditure at this level. It is considered that the majority of socio-economic effects would be concentrated within this wider impact area.

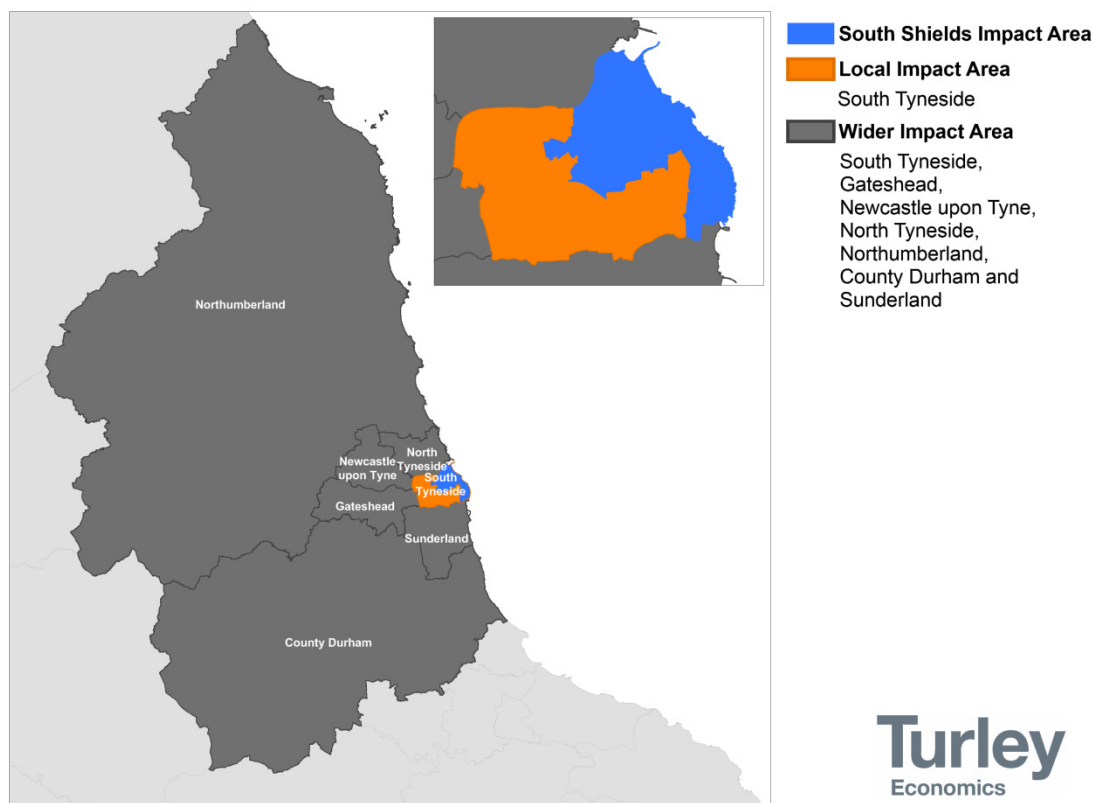
The study area is presented spatially in Figure 1.1.

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<sup>1</sup> Defined by thirteen Middle Super Output Areas (MSOAs) including South Tyneside 001, South Tyneside 002, South Tyneside 003, South Tyneside 004, South Tyneside 005, South Tyneside 006, South Tyneside 008, South Tyneside 011, South Tyneside 012, South Tyneside 013, South Tyneside 016, South Tyneside 018 and South Tyneside 019.



**Figure 1.1: Study Area**



Source: Turley 2015

### **Desk Based Research**

This assessment involves consideration of published secondary data, and as such desk-based research has been undertaken to establish the baseline socio-economic conditions.

### **Field Surveys**

This initial assessment involves consideration of published secondary data, and therefore no field surveys have been undertaken.

### **Baseline Conditions**

The baseline socio-economic conditions of the two study areas have been established through collation and analysis of the most up-to-date available secondary data that is nationally recognised, including:

- 2011 Census data (Ref 1.1)
- 2001 Census data (Ref 1.2)
- ONS Annual Population Survey, via Nomis (Ref 1.3)
- ONS Claimant Count, via Nomis (Ref 1.4)
- ONS Annual Survey of Hours and Earnings, via Nomis (Ref 1.5)

- DCLG Indices of Multiple Deprivation (IMD) (Ref 1.6)
- Experian (2014) Local Market Forecast Quarterly (Ref 1.7)

The baseline examines the extent to which key indicators have changed over time, with the analysis structured to respond to both the South Shields, local and wider impact areas identified above. A summary of baseline position is presented below:

**Population** – Analysis of Census data (Ref 1.1, Ref 1.2) highlights South Shields and the wider borough of South Tyneside has experienced population decreases over the period from 2001 to 2011. This is in contrast to trends regionally and nationally. The age profile of the area is also skewed towards older age groups. Over the period from 2001 to 2011, the population of the South Shields impact area aged 45 to 64 increased whilst the population in each of the other age brackets decreased. This suggests that families and young economically active residents are moving out of the impact area, essentially reducing the future labour supply of South Shields.

**Labour force** – Data provided via the Annual Population Survey (Ref 1.3) shows that South Tyneside has a slightly higher rate of economic activity compared to the wider North East LEP impact area and the North East region. However, the employment rate is lower and unemployment rate higher than comparator areas. There is also evidence that across South Tyneside the workforce profile is characterised by relatively high levels of people with no qualifications (Ref 1.3). These trends are more pronounced across South Shields with the 2011 Census (Ref 1.1) highlighting lower economic activity rates and employment, and higher rates of unemployment compared to South Tyneside as a whole.

**Industry of employment and occupations** – The 2011 Census (Ref 1.1) reveals that the industry of employment across the South Shields, local and wider impact areas is broadly consistent with the regional and national employment profile; with the service sector making a significant contribution to total employment – employing approximately 3 in 4 residents in the South Shields impact area. This, and the skills profile of the area, is reflected in the occupations taken up residents, with the proportion of South Shields residents reliant on employment in sales and customer service occupations higher than national averages (Ref 1.1).

**Latent labour force** - Analysis of JSA claimants (Ref 1.4) demonstrates that there is a sizeable pool of latent labour available in the local area that could potentially be available to take up the additional employment opportunities arising from the operational phase of the proposed development. The baseline highlights low average earnings (Ref 1.5) amongst the resident population. Workplace earnings are, however, slightly higher suggesting those jobs which are higher paid are being taken by people who commute into South Tyneside for work.

**Deprivation** – The Indices of Multiple Deprivation (Ref 1.6) identifies that intense forms of deprivation exist at across South Tyneside and South Shields. The application site falls within two LSOAs, with the IMD ranking both areas within the 10% most deprived LSOAs in the country. A related dataset ranking local authorities also shows the district of South Tyneside witnessing high levels of deprivation, with the area ranked at number 47 out of the authorities, whereby 1 is the most deprived authority.

**Productivity** - Productivity measures the amount of output produced by a unit of input, and is a key indicator of the economic performance of an area. Data published by Experian (Ref 1.7) allows an analysis of gross value added (GVA) by full-time equivalent (FTE) employee, at both local and wider impact area level.

In the local impact area, the data suggests that each FTE employee in the local impact area generates productivity of £47,587 per annum<sup>2</sup>. At the wider impact area scale, this reduces to £42,383, suggesting greater productivity per worker at the local level. Furthermore, understanding how total productivity – measured in GVA – has changed historically provides an important indicator of baseline economic conditions. This is summarised in the following table, highlighting that output increased by 13.2% in the local impact area and 11.4% in the wider impact area between 2003 and 2013.

**Retail and leisure provision** – The South Tyneside Retail, Health and Capacity Study (Ref 1.8) highlights that South Shields Town Centre is characterised by below average proportion of comparison and convenience retail units and floorspace. The also study identifies that the leisure offer within South Shields primarily comprises traditional pubs and clubs, with the main destination for leisure trips currently being the edge of centre Cineworld at Boldon. Analysis of Valuation Office Agency (VOA) data (Ref: 1.9) enables an assessment of the change in retail floorspace across South Tyneside. This shows that in 2012 South Tyneside had 251,000 sqm of retail floorspace. This represents a 1.6% decrease from the 2010 figure of 255,000 sqm and only a slight increase over the 249,000 sqm recorded in 2002. Overall the quantum of retail floorspace, as measured by the VOA, has increased by 0.82%, or 0.08% per annum, over this period.

**Existing businesses** - The proposed development represents a major regeneration project for South Shields and wider borough. As a result the application will involve the redevelopment of existing retail, leisure and businesses floorspace within the application site. Estimates, drawn from VOA data (Ref 1.10) on rateable floorspace suggest that the quantum of net or lettable floorspace affected by the proposed development equates to circa 16,000 sqm (NIA). Of this floorspace it is estimated that approximately 2,650 sqm (NIA), or 16.5%, is currently vacant and unoccupied. The combined rateable value of the existing floorspace is circa £997,000, which generates non-domestic rates of circa £490,000. This represents around 1.6% of all non-domestic rates collected by South Tyneside Council when benchmarked against the £29.6 million collected by the Council in 2013/14 (Ref 1.11).

## Characteristics of Potential Effects

The following effects may arise from the scope and nature of the proposed development:

- **Employment effects** – change in employment opportunities that may attract people to live and work in the area;
- **Productivity effects** – change in productivity, as measured by Gross Value Added (GVA), as a result of employment opportunities during the construction and operational lifetime of the proposed development;
- **Indirect economic/expenditure effects** – indirect employment creation and effects on local spending associated with new employment opportunities.
- **Deprivation effects** – changes to patterns of deprivation including effect on economic activity and unemployment rates locally through the provision and take up of employment opportunities;

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<sup>2</sup> Based on five year average (2010 – 2015) of GVA per FTE

- **Service provision effects** – effects on the vitality of South Shields town centre, the quality and diversity of the offer, and associated impacts on the local population’s access to retail and leisure services.
- **Public revenue effects** – change in non-domestic rates receipts (known as business rates) arising from the creation of new rateable floorspace.

## Proposed Method of Assessment

There is no overarching guidance that sets out the preferred methodology for the preparation of assessments of the likely socio-economic effects of major development proposals. Several established methodological guides have been published to cover key elements of the assessment. These will be drawn upon as appropriate within the assessment, with the HCA/offPAT Employment Densities Guide (Ref 1.12) and HCA Additionality Guide (Ref 1.13) of particular relevance.

The proposed methodology consists of an assessment of socio-economic effects during both the construction and operational phases of the proposed development. Several of the more technical areas of assessment are explained under the following sub-headings.

### Construction Phase

The process for the modelling of effects derived from the proposed development during the construction phase is set out below.

#### *Employment effects*

In order to calculate the net full-time equivalent (FTE) employment generated through construction of the proposed development, the following methodology will be applied:

- **Step A** – identification of the estimated total cost of construction associated with the proposed development at the time of undertaking the assessment. This has been undertaken with regard to the latest construction cost figures for each component of the proposed development. All costs estimates have been based on estimated provided by Muse Developments in April 2015;
- **Step B** – The number of employees generated is derived from the average turnover per employee in the construction sector in the North East, drawn from the Business Population Estimates (BPE) 2014 (Ref 1.14). The total construction cost is divided by the average turnover in the construction sector, which calculates the number of employees generated directly by the implementation of the construction programme if it were to be completed in a single year;
- **Step C** – dividing the total number of employees generated directly by the construction programme (single year) (calculated at Step B) by the number of years over which the construction of the project is envisaged, resulting in the identification of the gross full-time equivalent (FTE) jobs to be generated. It is assumed that the construction period is 4 years for the purposes of this assessment;
- **Step D** – in order to calculate net FTE employment generated by the development, consideration of appropriate allowances for leakage and displacement are made in line with recognised guidance (Ref 1.13); and

- **Step E** – the application of relevant local, and wider, impact area multipliers to the net FTE jobs generated allows for employment indirectly generated from the proposed development during the construction phase (e.g. supply chain linkages or the value of contracts to firms) as well as onward induced expenditure in the economy to be factored into the assessment.

### ***Productivity effects***

In order to calculate the uplift in GVA productivity generated through construction of the proposed development, the following methodology will be applied:

- **Step A** – identify the average GVA per construction sector employee in South Tyneside and the wider impact area, utilising data drawn from Experian Local Market Forecasts Quarterly data (Ref 1.7); and
- **Step B** – apply the average GVA per construction sector employee identified at Step A at the relevant scale to the net full-time equivalent (FTE) construction jobs generated by the construction of the proposed development.

### ***Deprivation effects***

In order to consider the impact on deprivation during the construction phase, the latest claimant count statistics (Ref 1.4) are utilised to establish the level of latent demand for construction related employment within the labour force. This is then cross referenced directly to the estimated level of direct employment generation. Consideration is then given to the level of economic activity and unemployment within the South Shields and local impact areas and the implications of the proposed development drawing upon data from the Annual Population Survey (APS) published by the ONS (Ref 1.3).

### **Operational Phase**

The process for the modelling of socio-economic effects over the long-term operational phase – upon completion of the proposed development – is set out below.

### ***Employment effects***

Employment will be created through the proposed development of new retail and leisure floorspace. In order to calculate the employment generated through the operational phase, the following methodology will be applied:

- **Step A** – identify the maximum floorspace parameters for each use within the proposed development;
- **Step B** – apply the appropriate employment densities to the floorspace identified at Step A using national guidance (Ref 1.12) to calculate the number of direct gross FTE employment generated by the proposed development;
- **Step C** – in order to calculate net FTE jobs generated by the development, considerations of appropriate allowances for leakage and displacement are made in line with recognised guidance (Ref 1.13); and

- **Step D** – the application of relevant multipliers to the net FTE jobs generated allows for employment generated through indirect and induced effects to be factored in to the assessment in line with recognised guidance (Ref 1.13).

### ***Productivity effects***

In order to calculate the uplift in GVA productivity generated through the operational phase of the proposed development, the following methodology has been applied:

- **Step A** – identify the average GVA per employee for each proposed use utilising data drawn from Experian Local Market Forecasts Quarterly (Ref 1.7); and
- **Step B** – apply the average GVA per employee identified in Step A to the net FTE operational phase employment generated by the proposed development.

### ***Service provision effects***

In order to calculate the contribution of the proposed development to diversifying retail and leisure sector uses in the town centre, the following methodology will be applied:

- **Step A** – Establish the current quantum of retail floorspace within South Tyneside.
- **Step B** – Identify the maximum floorspace parameters for each retail and leisure sector use within the proposed development.
- **Step C** – deduct existing retail floorspace affected by the proposed development to establish the net additional floorspace delivered by the proposed development.
- **Step D** – Add net additional floorspace delivered by the proposed development to the baseline and assess the scale of change in retail floorspace relative to changes experienced across South Tyneside over the last 10 years (Ref 1.9).

### ***Deprivation effects***

In order to consider the impact on deprivation the latest claimant count statistics (Ref 1.4) will be utilised to establish the level of latent demand for retail and leisure related employment within the local and wider impact area labour force. This is cross referenced directly to the employment generating uses within the proposed development and the estimated level of direct employment generation.

Consideration is given to the level of economic activity and unemployment within the South Shields and local impact areas and the implications of the proposed development drawing upon data from the Annual Population Survey (APS) published by the ONS (Ref 1.3).

### ***Public revenue effects***

In order to calculate the uplift in non-domestic rates (known as business rates) through the operational phase of the proposed development, the following methodology will be applied:

- **Step A** - Calculate net additional floorspace delivered by the proposed development disaggregated by use.

- **Step B** - The Valuation Office Agency (VOA) business rates valuation tool (Ref 1.10) will be utilised to run comparable analysis of similar size units/uses in South Shields, and where necessary the wider South Tyneside local authority area. The derived indicative rates are then applied to estimated rateable floorspace elements within the proposed development.
- **Step C** - The national multiplier of £0.493 for 2015/16 is then applied to derive an estimated total business rate payable per annum via the proposed development.

## Legislation, Policy and Good Practice

The assessment of socio-economic effects associated with the proposed development will include a review of established methodological guides, which have been published to cover key elements of the assessment. The main documents relevant to the assessment are summarised below.

### National Planning Policy Framework

The National Planning Policy Framework (NPPF), published in March 2012 (Ref 1.15), sets out the Government's statutory planning policies for England. The NPPF is built around a policy commitment to sustainable development, with the planning system expected to play both an economic and social role. Details of these roles are provided in paragraph 7 of the NPPF:

*“an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure”*

*“a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being” (Para 7, Ref 1.15)*

At the heart of the NPPF is a 'presumption in favour of sustainable development', which requires local authorities in the development of their Local Plans to adopt a positive approach in order to seek opportunities to meet the development needs of an area. Further clarification is provided through the core planning principles set out at paragraph 17 of the NPPF, which – importantly – includes the following requirement for planning to:

*“proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth” (Ref 1.15)*

The NPPF is supplemented by the web-based Planning Practice Guidance (PPG) (Ref 1.16), which provides further guidance on Environmental Impact Assessment – as governed by the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 – in order to assess whether a development would have a significant effect on the environment. Statements should primarily focus on main or significant environmental effects, with impacts of little or no significance addressed only briefly to show that they have been considered (Ref 1.16).

## **Additionality Guide**

The Homes and Communities Agency (HCA) Additionality Guide (Ref 1.13), published in January 2014, forms the relevant national framework for assessment of the likely socio-economic effects of the proposed development. The document provides guidance to practitioners on the standard methodology and issues associated with assessing the additional effects of an intervention or development, such as the proposed development.

Utilising the approach set out within the document ensures conformity to nationally accepted standards for assessing potential socio-economic effects, and is entirely appropriate for the purposes of assessing planning applications for proposed development schemes.

## **Employment Densities Guide**

The Employment Densities Guide (2<sup>nd</sup> edition) was published in 2010 by offPAT and HCA (Ref 1.12), and is designed to assist in the estimation of employment generated by development.

The document provides guidance to practitioners on the standard methodology and issues associated with assessing the level of direct employment per square metre of an intervention or development. Utilising the approach set out within the document ensures conformity to nationally accepted standards for assessing potential socio-economic effects, and is entirely appropriate for the purposes of assessing planning applications for proposed development schemes.

## **Assessing Significance of Effect**

The following describes the framework for assessment of socio-economic effects, particularly in identifying the magnitude of effect, the sensitivity of receptor and the significance of effect.

### ***Magnitude of Effect***

The following table defines the different magnitudes of effect that may arise during the construction and operation of the proposed development.

**Table 1.13: Defining Magnitude of Effect**

Level of Magnitude	Definition of Magnitude
High	Effect will dominate over socio-economic baseline conditions, or will be highly likely to affect large numbers of people and/or businesses over the long term. Considered to be a very important consideration, and likely to be material in the decision-making process
Moderate	Effect can be demonstrated to change baseline socio-economic conditions, and is likely to affect a moderate number of people and/or businesses over a medium duration. Effect may be important, but is not likely to be a key decision-making factor unless the cumulative effects of such factors lead to an increase in the overall effect on a particular socio-economic resource or receptor
Low	Effect will result in a perceptible difference in baseline socio-economic conditions, and is likely to affect to a small number of people and/or businesses over a short duration. Effect may be raised as a local factor, but is unlikely to be critical in decision-making process



Negligible	Effect does not result in variation beyond baseline socio-economic conditions, and is unlikely to measurably affect people and/or businesses
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In the absence of published policy or guidance, these definitions draw upon previous experience and professional judgement.

### ***Sensitivity of Receptor***

The following table provides a framework for the definition of different levels of sensitivity in socio-economic receptors associated with the proposed development.

**Table 1.14: Defining Sensitivity of Receptor**

Sensitivity	Definition
Very high	Receptor of international importance, with little or no ability to absorb, adapt to or recover from change
High	Receptor of national importance, with little ability to absorb, adapt to or recover from change
Moderate	Receptor of regional or local importance, with medium ability to absorb, adapt to or recover from change
Low	Receptor of local importance, with some ability to absorb, adapt to or recover from change
Negligible	Receptor of local importance, with ability to absorb, adapt to or recover from change

In the absence of published policy or guidance, the definitions drawn upon previous experience and professional judgement.

### ***Duration of Effect***

The duration of effects will be taken into consideration when determining the overall significance of the effects. The following timescales will be used:

- Short term: 0 to 5 years;
- Medium term: 5 to 15 years; and
- Long term: 15 years onwards for the life of the proposed development.

### ***Significance of Effect***

The following table provides the framework by which the overall significance of socio-economic effects are to be assessed. In the absence of published policy or guidance, the definitions have drawn upon experience and professional judgement.

**Table 1.15: Matrix for Assessing Significance of Effect**

Assessing Significance of Socio-Economic Effects					
Magnitude of Effect	Sensitivity of Receptors				
	Very high	High	Moderate	Low	Negligible
High	Major	Major	Moderate	Moderate	Minor
Medium	Major	Moderate	Moderate	Minor	None
Low	Moderate	Moderate	Minor	None	None
Negligible	Minor	Minor	None	None	None

For the purposes of this assessment, any effect that is above minor is considered to be significant in EIA terms with regard to its socio-economic effects.

#### **Proposed Cumulative Assessment: Intra-relationship of Effects**

An assessment of the intra-relationship of socio-economic effects with other topic areas will be undertaken.

#### **Proposed Cumulative Assessment: Inter-relationship of Effects**

The socio-economic assessment will include an assessment of the likely significant effects arising from other major developments proposed in the area, including proposals subject of *Application B (Full) Construction of a new transport interchange*. A full list of committed schemes will be agreed in advance with South Tyneside Council and other relevant statutory consultees.

#### **Mitigation and Residual Effects**

Where significant adverse socio-economic effects are identified, mitigation measures will be identified to avoid or minimise harm in so far as is practicable. The residual effects of the development following mitigation measures will also be confirmed.

#### **Scoping decision**

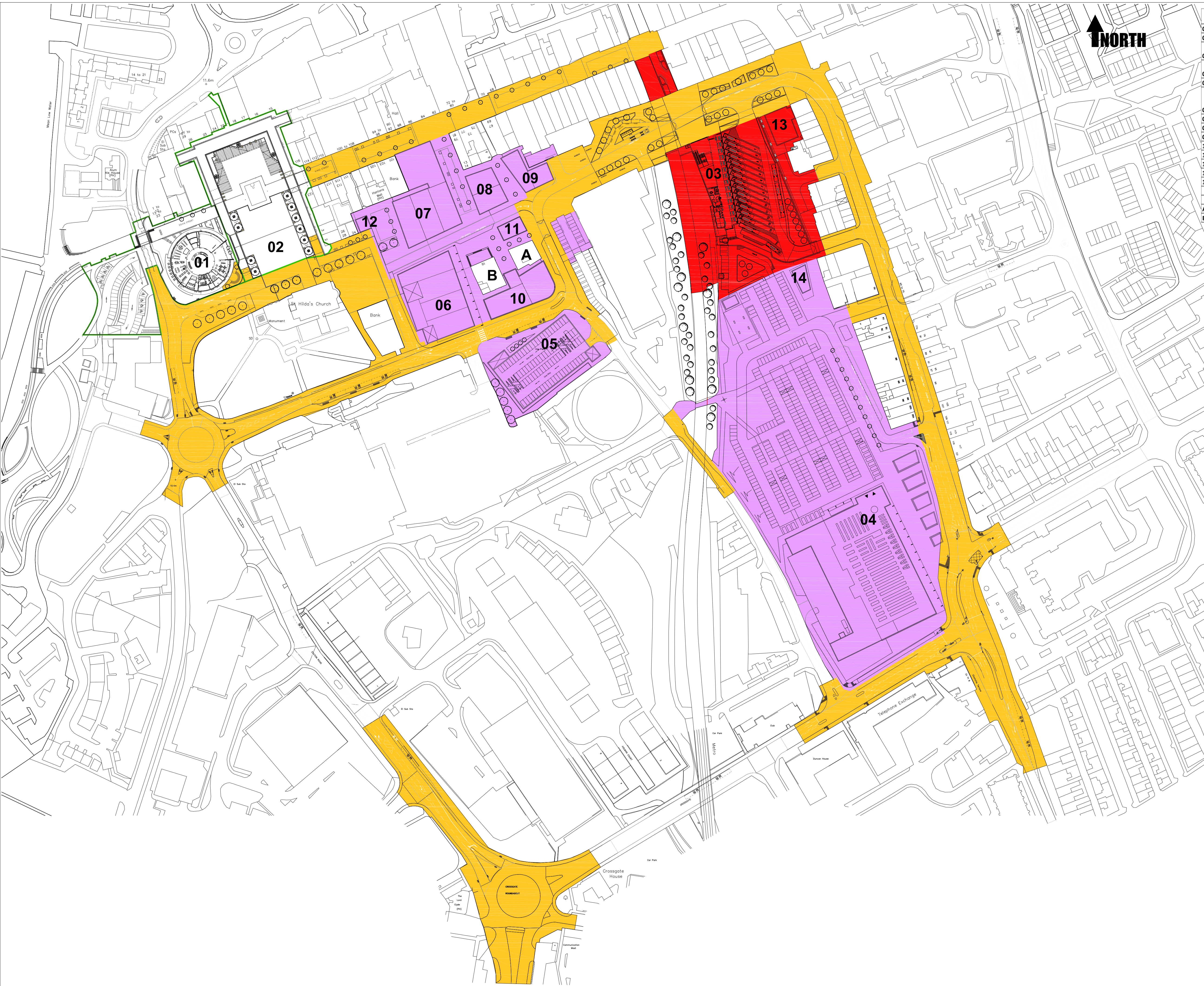
No potential effects – as set out above – have been scoped out, on the basis that there is potential for each to be significant as a result of the proposed development. In light of the potential socio-economic effects of the proposed development, it is considered appropriate to **scope this issue into the ES**.

## **References**

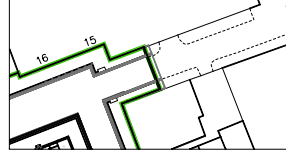
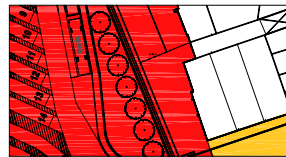

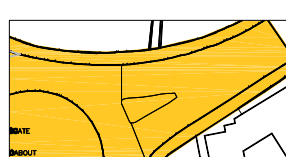
- 1.1 ONS (2011) '2011 Census'
- 1.2 ONS (2001) '2001 Census'
- 1.3 ONS via Nomis (2014) 'Annual Population Survey'
- 1.4 ONS via Nomis (2014) 'Claimant Count'
- 1.5 ONS via Nomis (2014) 'Annual Survey of Hours of Earnings'
- 1.6 DCLG (2010) 'Indices of Multiple Deprivation'
- 1.7 Experian (2014) 'Local Market Forecast Quarterly'

- 1.8 GVA (2012) 'South Tyneside Retail, Health and Capacity Study'
- 1.9 Valuation Office Agency (2015) 'Business Floorspace' <http://voa.gov.uk>
- 1.10 Valuation Office Agency (2015) <http://voa.gov.uk>
- 1.11 South Tyneside Council (2014) 'Financial Statements 2013/14'
- 1.12 HCA/offPAT (2010) 'Employment Densities Guide 2nd Edition'
- 1.13 HCA (2014) 'Additionality Guide 4th Edition'
- 1.14 Department for Business Innovation and Skills (2014) 'Business Population Estimates'
- 1.15 DCLG (2012) 'National Planning Policy Framework'
- 1.16 DCLG (2014) 'Planning Practice Guidance' - <http://planningguidance.planningportal.gov.uk>





ACCOMMODATION SCHEDULE			
01	Digital Media Centre	5000sqft GIA	approx. over 3 floors
02	Market Place Transport Interchange (New Building)	19000sqft GIA	over 2 floors
04	Foodstore	4000sqft NIA	300 parking spaces
05	Car Park	65000sqft GIA	over 4 floors
	Leisure Site Cinema	7800sqft GIA	
06	5 Screens, approx. 890 seats	30000sqft GIA	at ground at 1st floor
07	Restaurants	13500sqft GIA	at ground
08	Retail	44000sqft GIA	over 2 floors
09	Retail	11000sqft GIA	over 2 floors
10	Retail	5000sqft GIA	Single Storey
11	Retail	10000sqft GIA	Single Storey
12	Café	2000sqft GIA	Single Storey
13	Café	3000sqft GIA	over 2 floors
14	Café	8300sqft GIA	over 2 floors
	2500sqft GIA		Single Storey
Existing Buildings:			
A	16 Barrington Street	13024sqft GIA	
B	19 Barrington Street	4413sqft GIA	

-  **Green Line - Existing Planning Consent**  
Digital Media Centre and Market Place
-  **Red Application Line and Hatch**  
New Interchange, Demolition of current Metro and associated infrastructure:
-  **Pink Application Line and Hatch**  
Outline Application
-  **Orange Application Line**  
S278 Highways Works

Rev	Date	Description	Rev By	Chk'd By
C	22.04.15	Amended boundary lines	CB	HP
B	21.04.15	Amended boundary lines	CB	HP
A	13.03.15	Amended Outline and S278 boundaries	HP	CB

Project Title	South Shields 365 Regeneration MASTERPLAN South Shields Town Centre		
Client	Muse Developments		
Status	PLANNING		
Scale	1:1250	Drawing Size	A1
Drawn By	CAB	Checked By	HSP
Date	02.2015		
Drawing Title	Application Boundary / Proposal Overlay		
Job-Dwg No	12569M_1004	Rev	C

THE HARRIS PARTNERSHIP WAKEFIELD  
 2 St. Johns North, Wakefield, WF1 3QA  
 T. 01924 291 800 F. 01924 290 072

THE HARRIS PARTNERSHIP MANCHESTER  
 2nd Floor, Corners Warehouse  
 77 Dale Street, Manchester, M1 2HG  
 T. 0161 238 8555 F. 0161 244 9809

THE HARRIS PARTNERSHIP MILTON KEYNES  
 The Old Rectory, 79 High Street  
 Newport Pagnell, MK16 8JG  
 T. 01908 211 577 F. 01908 211 722

THE HARRIS PARTNERSHIP READING  
 101 London Road, Reading, RG1 5BY  
 T. 0118 950 7700 F. 0118 956 8642

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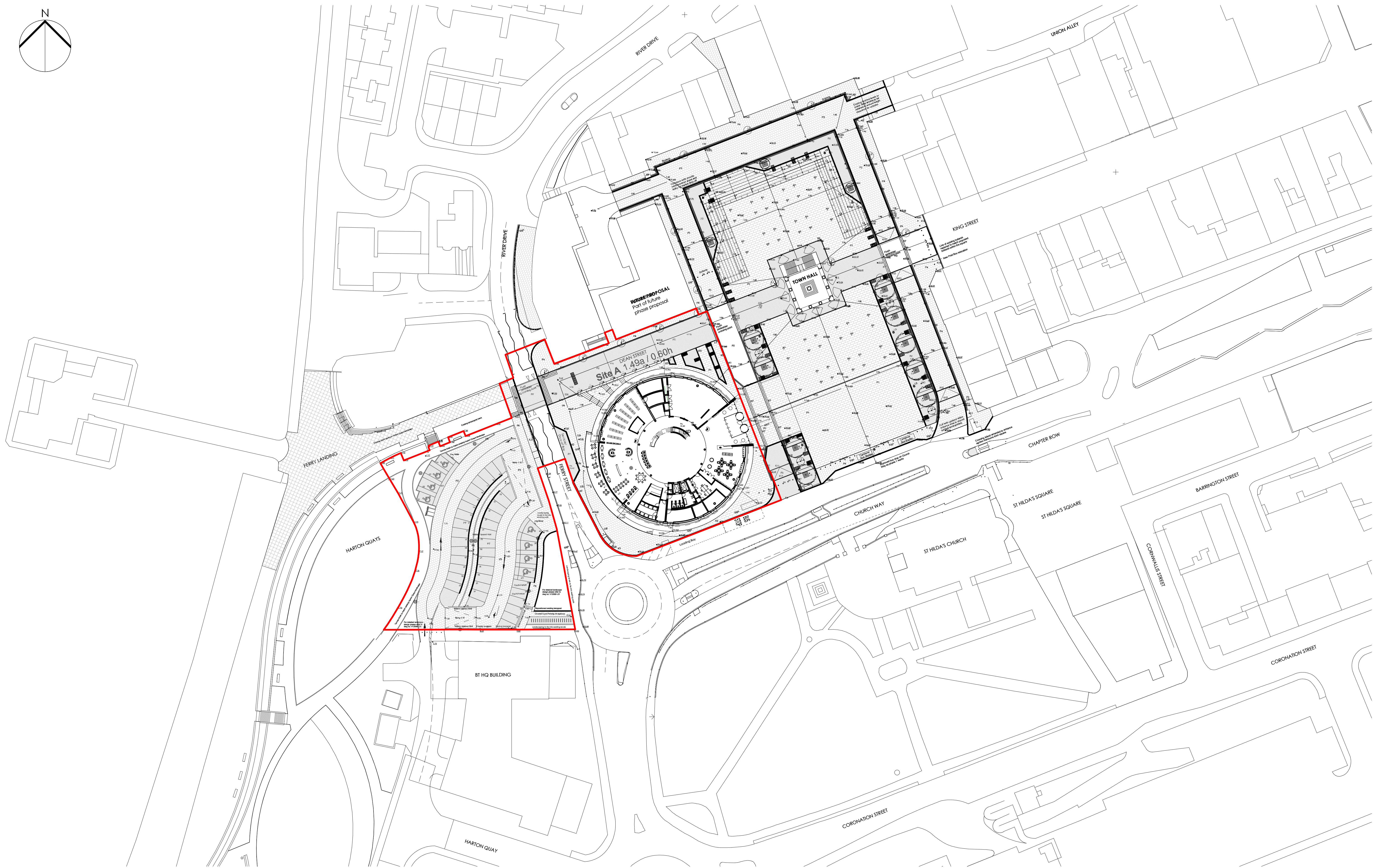
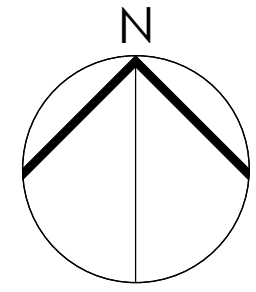


# Chapter 2 Approach to EIA

## **Appendix 2.1 Library and Digital Centre Proposals**



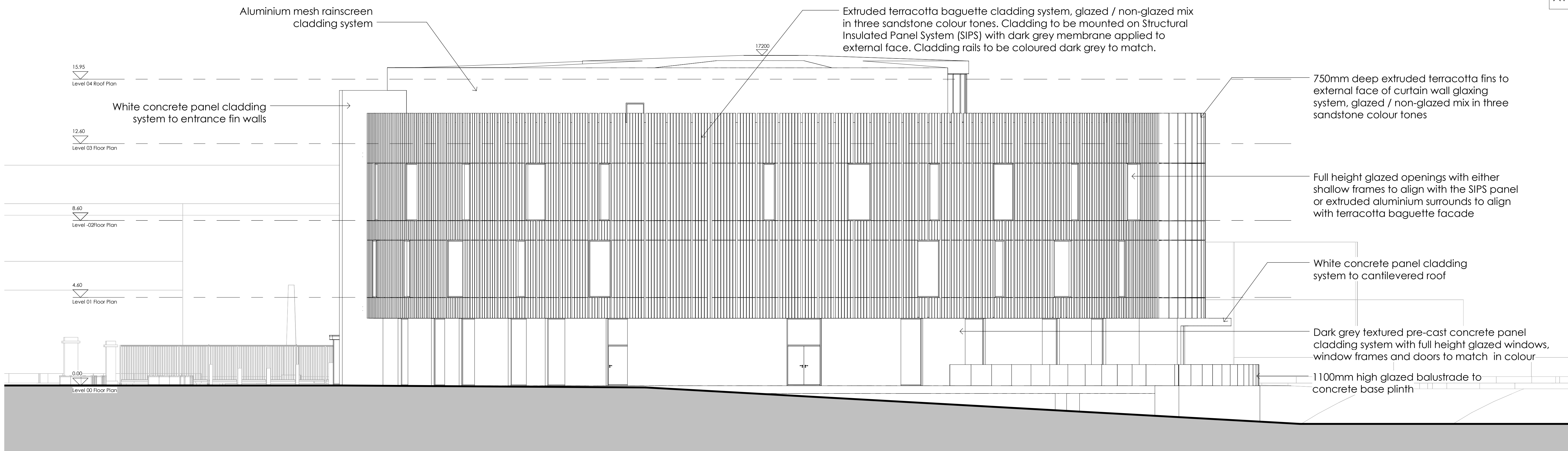




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Rev	Date	Revision Notes	Drawn by	Checked	Rev	Date	Revision Notes	Drawn by	Checked	Rev	Date	Revision Notes	Drawn by	Checked	Drawing Status	Job No.	Drawing No.	Rev.
A	09/09/14	Amphitheatre removed, tactile paving to back of pavement at Ferry Street crossing, street furniture to Dean Street added, Market Place landscape and highways demarcation updated.	NH	SMC											PLANNING	3067	PL(9)1000	C
B	11/09/14	Tactile paving amended to market place and Church Way	NH	SMC											SOUTH SHIELDS NEW CENTRAL LIBRARY AND DIGITAL MEDIA CENTRE	© Drawing & Design Copyright of: <b>FAULKNERBROWNS ARCHITECTS</b>	Dobson House Northburn Way Killingworth Newcastle upon Tyne NE12 6QW T+44(0)191 2683007 F+44(0)191 2476132	
C	26/09/14	Red line boundary amended to remove Market Place site	NH	SMC										SITE PLAN				





AL(0)78 - Annotated North Elevation  
1:100



PL(0)79 Annotated East Elevation  
1:100

Rev	Date	Revision Notes	Drawn by	Checked	Rev	Date	Revision Notes	Drawn by	Checked	Rev	Date	Revision Notes	Drawn by	Checked	Drawing Status	Job No.	Drawing No.	Rev.
A	25/09/14	Ground floor window and door setting out amended to align with revised ground floor plan PL(0)000 A. Amphitheatre removed.	TM/NH	NH											PLANNING	3067	PL(0)78-79	A
<p>Job Title: SOUTH SHIELDS NEW CENTRAL LIBRARY AND DIGITAL MEDIA CENTRE</p> <p>Drawing Title: Annotated North and East Elevations</p> <p>Date: 09/25/14 Scale: 1:100 Drawn By: TM/NH Checked By: NH</p> <p>© Drawing &amp; Design Copyright of: FAULKNERBROWNS ARCHITECTS</p> <p>FaulknerBrowns LLP 20000 House Northumbrian Way Killingworth Newcastle upon Tyne NE12 6QW T:44(0)191 2683007 F:44(0)191 2478132</p>																		

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## **Chapter 3 Existing Site and Surroundings– No Technical Appendices**

# **Chapter 4 Legislative and Policy Framework – No Technical Appendices**

# **Chapter 5 Proposals, Need and Alternatives**

## **Appendix 5.1 Transport Interchange - Key Application Drawings**







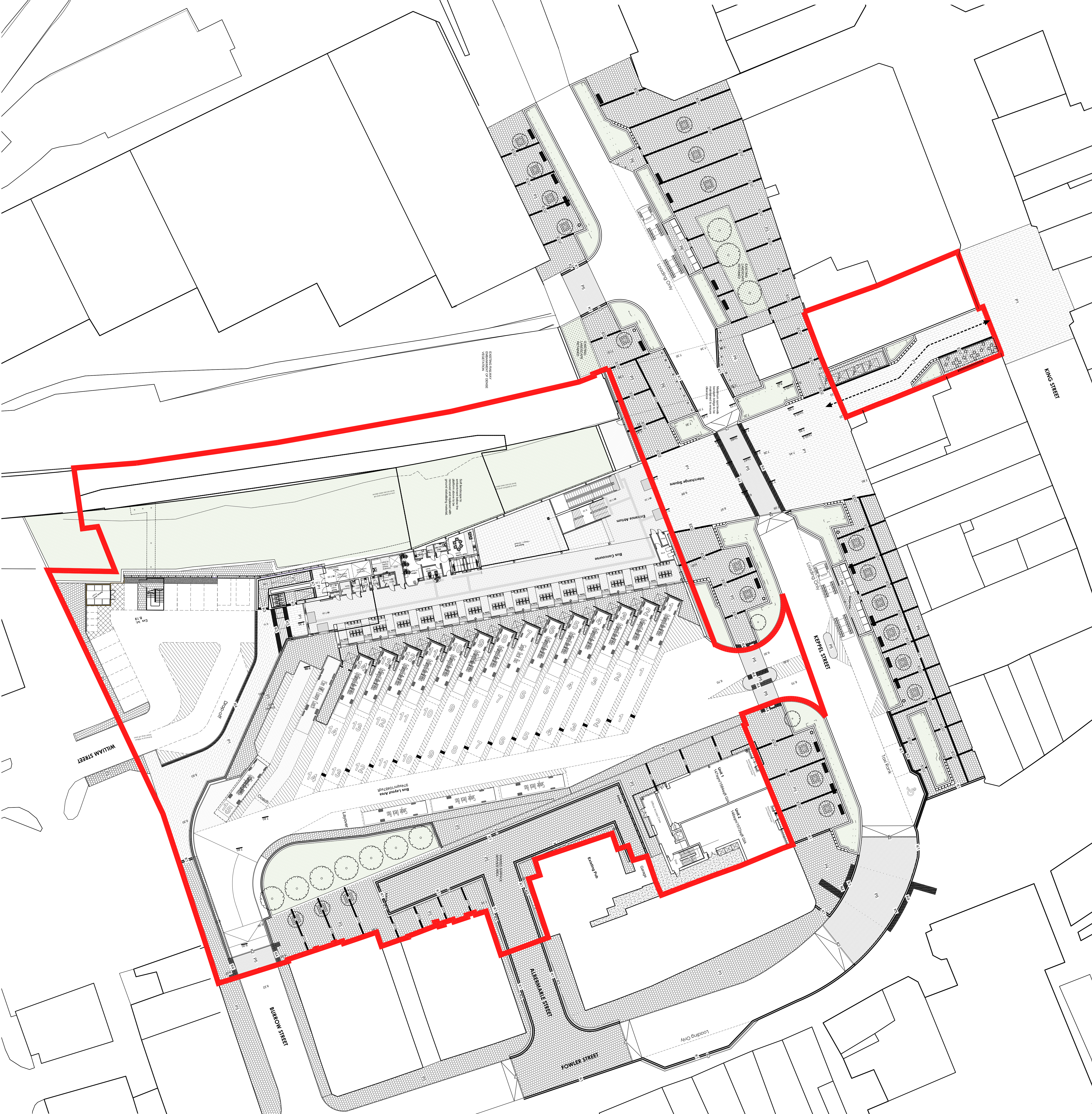
**PUBLIC REALITY MATERIALS KEY**

- Concrete Slab**  
Product: Concrete Slab by Mortarite  
Color: Concrete Slab (see material schedule)  
Finish: Smooth, 1/8" max aggregate, 1/4" max sand
- Concrete Block (exposed aggregate finish)**  
Product: Concrete Block (exposed aggregate finish)  
Color: Concrete Block (exposed aggregate finish)  
Finish: Smooth, 1/8" max aggregate, 1/4" max sand
- Concrete Block (smooth finish)**  
Product: Concrete Block (smooth finish)  
Color: Concrete Block (smooth finish)  
Finish: Smooth, 1/8" max aggregate, 1/4" max sand
- Concrete Block (smooth finish) (exposed aggregate finish)**  
Product: Concrete Block (smooth finish) (exposed aggregate finish)  
Color: Concrete Block (smooth finish) (exposed aggregate finish)  
Finish: Smooth, 1/8" max aggregate, 1/4" max sand
- Concrete Block (smooth finish) (exposed aggregate finish) (exposed aggregate finish)**  
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Color: Concrete Block (smooth finish) (exposed aggregate finish) (exposed aggregate finish)  
Finish: Smooth, 1/8" max aggregate, 1/4" max sand
- Concrete Block (smooth finish) (exposed aggregate finish) (exposed aggregate finish) (exposed aggregate finish)**  
Product: Concrete Block (smooth finish) (exposed aggregate finish) (exposed aggregate finish) (exposed aggregate finish)  
Color: Concrete Block (smooth finish) (exposed aggregate finish) (exposed aggregate finish) (exposed aggregate finish)  
Finish: Smooth, 1/8" max aggregate, 1/4" max sand

- Concrete Edge Detail**  
Product: Concrete Edge Detail  
Color: Concrete Edge Detail (see material schedule)  
Finish: Smooth, 1/8" max aggregate, 1/4" max sand
- Concrete Edge Detail (exposed aggregate finish)**  
Product: Concrete Edge Detail (exposed aggregate finish)  
Color: Concrete Edge Detail (exposed aggregate finish)  
Finish: Smooth, 1/8" max aggregate, 1/4" max sand
- Concrete Edge Detail (smooth finish)**  
Product: Concrete Edge Detail (smooth finish)  
Color: Concrete Edge Detail (smooth finish)  
Finish: Smooth, 1/8" max aggregate, 1/4" max sand
- Concrete Edge Detail (smooth finish) (exposed aggregate finish)**  
Product: Concrete Edge Detail (smooth finish) (exposed aggregate finish)  
Color: Concrete Edge Detail (smooth finish) (exposed aggregate finish)  
Finish: Smooth, 1/8" max aggregate, 1/4" max sand
- Concrete Edge Detail (smooth finish) (exposed aggregate finish) (exposed aggregate finish)**  
Product: Concrete Edge Detail (smooth finish) (exposed aggregate finish) (exposed aggregate finish)  
Color: Concrete Edge Detail (smooth finish) (exposed aggregate finish) (exposed aggregate finish)  
Finish: Smooth, 1/8" max aggregate, 1/4" max sand

- Concrete Slab (exposed aggregate finish)**  
Product: Concrete Slab (exposed aggregate finish)  
Color: Concrete Slab (exposed aggregate finish)  
Finish: Smooth, 1/8" max aggregate, 1/4" max sand
- Concrete Slab (smooth finish)**  
Product: Concrete Slab (smooth finish)  
Color: Concrete Slab (smooth finish)  
Finish: Smooth, 1/8" max aggregate, 1/4" max sand
- Concrete Slab (smooth finish) (exposed aggregate finish)**  
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Color: Concrete Slab (smooth finish) (exposed aggregate finish)  
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- Concrete Slab (smooth finish) (exposed aggregate finish) (exposed aggregate finish)**  
Product: Concrete Slab (smooth finish) (exposed aggregate finish) (exposed aggregate finish)  
Color: Concrete Slab (smooth finish) (exposed aggregate finish) (exposed aggregate finish)  
Finish: Smooth, 1/8" max aggregate, 1/4" max sand

- Concrete Slab (smooth finish) (exposed aggregate finish) (exposed aggregate finish) (exposed aggregate finish)**  
Product: Concrete Slab (smooth finish) (exposed aggregate finish) (exposed aggregate finish) (exposed aggregate finish)  
Color: Concrete Slab (smooth finish) (exposed aggregate finish) (exposed aggregate finish) (exposed aggregate finish)  
Finish: Smooth, 1/8" max aggregate, 1/4" max sand
- Concrete Slab (smooth finish) (exposed aggregate finish) (exposed aggregate finish) (exposed aggregate finish) (exposed aggregate finish)**  
Product: Concrete Slab (smooth finish) (exposed aggregate finish) (exposed aggregate finish) (exposed aggregate finish) (exposed aggregate finish)  
Color: Concrete Slab (smooth finish) (exposed aggregate finish) (exposed aggregate finish) (exposed aggregate finish) (exposed aggregate finish)  
Finish: Smooth, 1/8" max aggregate, 1/4" max sand



<b>Project No.</b>	125698_045
<b>Project Name</b>	South Shields Interchange Ketter Street / Fowler Street
<b>Client</b>	M&D Development / N&M / JTC
<b>Scale</b>	1:250
<b>Design</b>	Architectural AD
<b>Drawn by</b>	HP
<b>Checked by</b>	MD/14

Rev	Description	Date
01	Issue for tender	12/12/20
02	Issue for construction	01/01/21
03	Issue for construction	01/01/21
04	Issue for construction	01/01/21
05	Issue for construction	01/01/21
06	Issue for construction	01/01/21
07	Issue for construction	01/01/21
08	Issue for construction	01/01/21
09	Issue for construction	01/01/21
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50	Issue for construction	01/01/21



30.000  
20.000  
10.000  
0.000  
Level AOD

**Roof Level (Highest Point)**  
+21755mm

**Platform Level**  
+16000mm

**Mezz Plant Level**  
+10800mm

**Ground Level**  
+7300mm

The form of the upper level areas slopes towards Keppel Street to create a double height entrance atrium. The full height section of curtain walling is recessed into the entrance cladding.

A projecting metal fascia in anthracite finish provides a defining edge to the entrance from rail level. The projection will accommodate a signage zone above.

Copper gold shingle effect cladding such as TECU Gold or similar is used to define the main link between the upper rail level and Keppel Street. The form provides a visual connection between the two areas.

The initial two concrete bays along the platform are to allocate lettering associated with the Tyne Voyage public art strategy

A full length canopy is provided along the platform. The canopy is to include a metal clad fascia in an anthracite finish to match the detail above the rail entrance. The soffit of the canopy will include lighting and rail information hung down

A 1500mm high concrete upstand provides the rear perimeter wall to the platform

Polished concrete walls flank the main entrance. The wall to the west of the entrance extends to face the existing bridge structure of low level

The existing retaining wall to the embankment is retained and rendered to face Keppel Street in an anthracite finish.

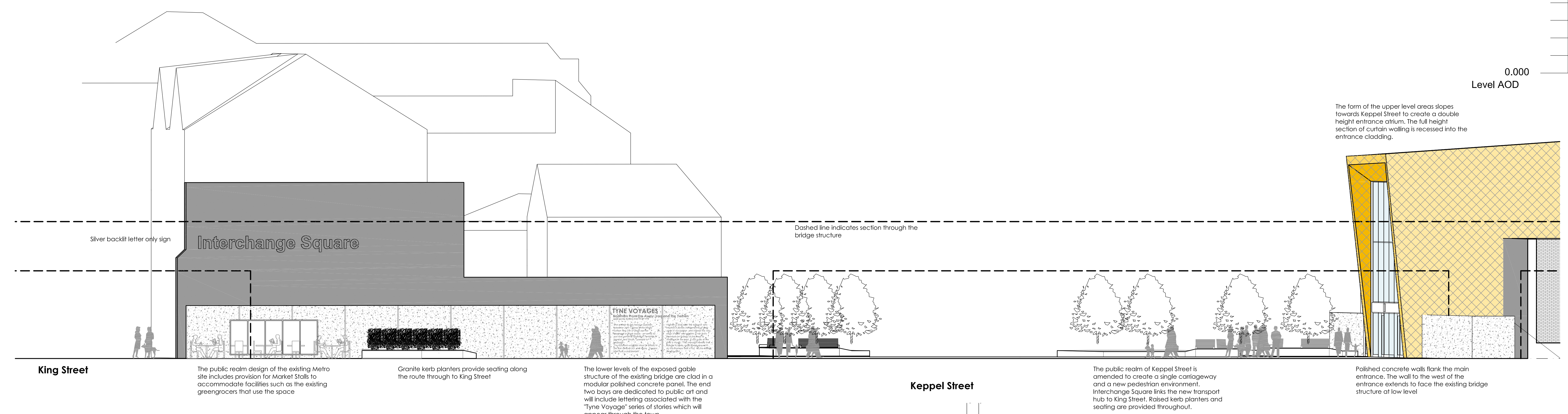
Ventilation louvres on the rear elevation to the plant mezzanine

Mesh screens are introduced below the platform link over the embankment to restrict access behind the building.

Grey / Black brickwork (Blockleys Smooth Black or similar) to be used at the rear elevation where the building is not visible.

The brushed aluminium cladding to the southern entrance area wraps the corner

**D. East Elevation (Bus Concourse) 1:100**



The form of the upper level areas slopes towards Keppel Street to create a double height entrance atrium. The full height section of curtain walling is recessed into the entrance cladding.

Silver backlit letter only sign

**Interchange Square**

Dashed line indicates section through the bridge structure

**King Street**

The public realm design of the existing Metro site includes provision for Market Stalls to accommodate facilities such as the existing greengrocers that use the space

Granite kerb planters provide seating along the route through to King Street

The lower levels of the exposed gable structure of the existing bridge are clad in a modular polished concrete panel. The end two bays are dedicated to public art and will include lettering associated with the 'Tyne Voyage' series of stories which will appear through the town.

**Keppel Street**

The public realm of Keppel Street is intended to create a single carway and a new pedestrian environment. Interchange Square links the new transport hub to King Street. Raised kerb planters and seating are provided throughout.

Polished concrete walls flank the main entrance. The wall to the west of the entrance extends to face the existing bridge structure at low level

**E. Extended Elevation to King Street 1:100**

**Roof Level (Highest Point)**  
+21755mm

**Platform Level**  
+16000mm

**Mezz Plant Level**  
+10800mm

**Ground Level**  
+7300mm

0.000  
Level AOD

The rail level entrance includes a projecting canopy feature that matches the cladding on the main platform canopy. The projection provides an opportunity for signage to be included

Translucent glass cladding such as Reglit or similar to provide natural light into the rail level area

The main access form, rising from Keppel Street steps back and angles towards the platform access at rail level.

The monopitch bus concourse rises up towards Keppel Street at the north. The concourse level of ground is to be clad in a brushed aluminium cladding which will vary as light is reflected

The embankment landscape is retained and enhanced where possible to ensure the ecological asset is retained.

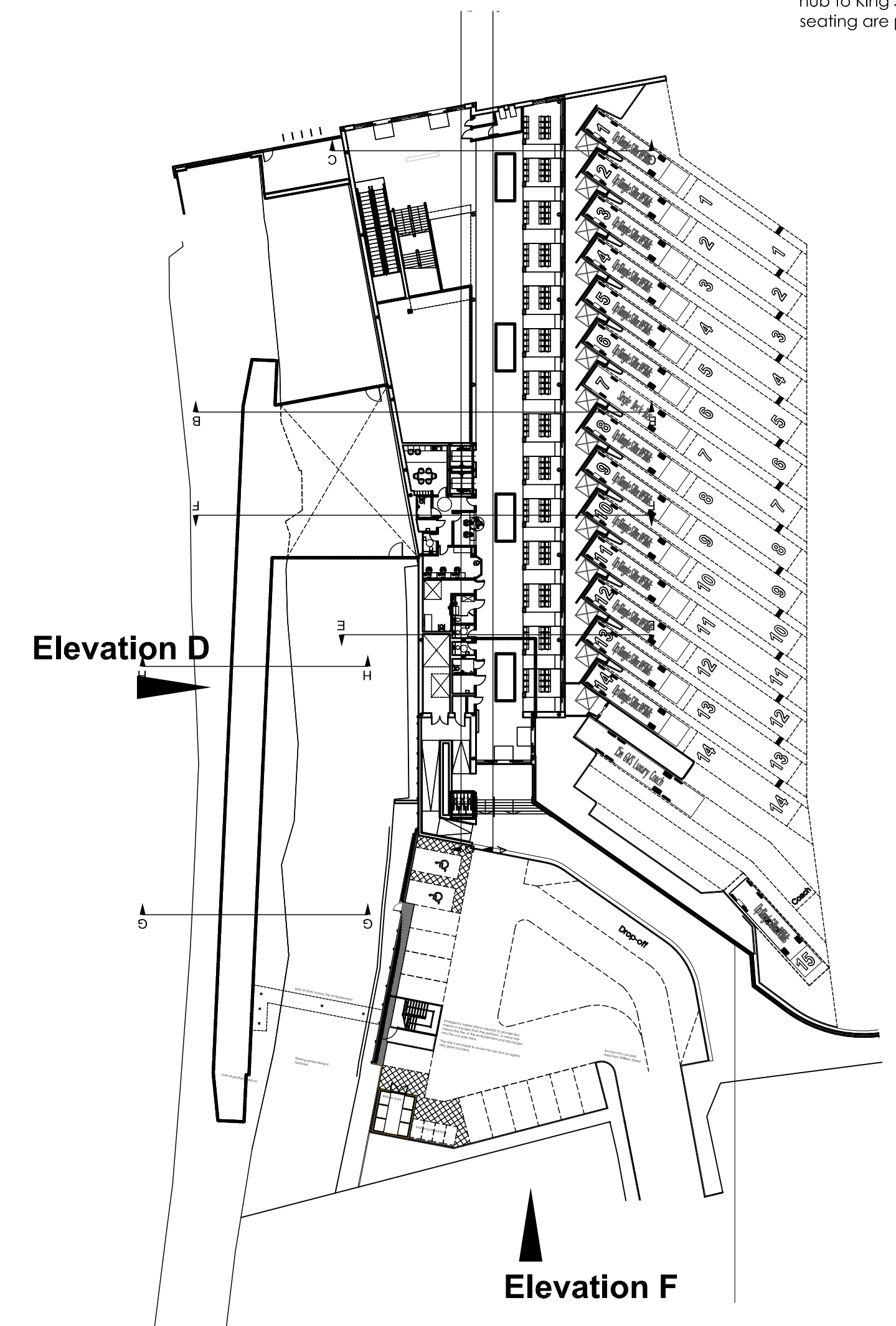
The existing retaining wall at the base of the embankment is to be retained and rendered with an anthracite finish

Mesh cladding infill between the platform access level and the embankment. The mesh restricts access to maintain the embankment and the building

The approach to the southern access is higher than the finished floor level of the interchange. Steps and ramps are introduced. The retaining structures are to be a block / grey brick such as Blockleys black smooth or similar.

Southern entrance to the interchange to be glazed to match the main entrance. A central band above the door includes interchange signage

**F. North Elevation (Keppel Street Entrance) 1:100**



**Elevation D**

**Elevation F**

0 1000 2000 3000 4000 5000mm  
SCALE 1:100

Rev	Date	Description	Rev	By	Check
A.	2015.10	General amendments	HP	CB	HP
B.	2015.10	General amendments	HP	CB	HP

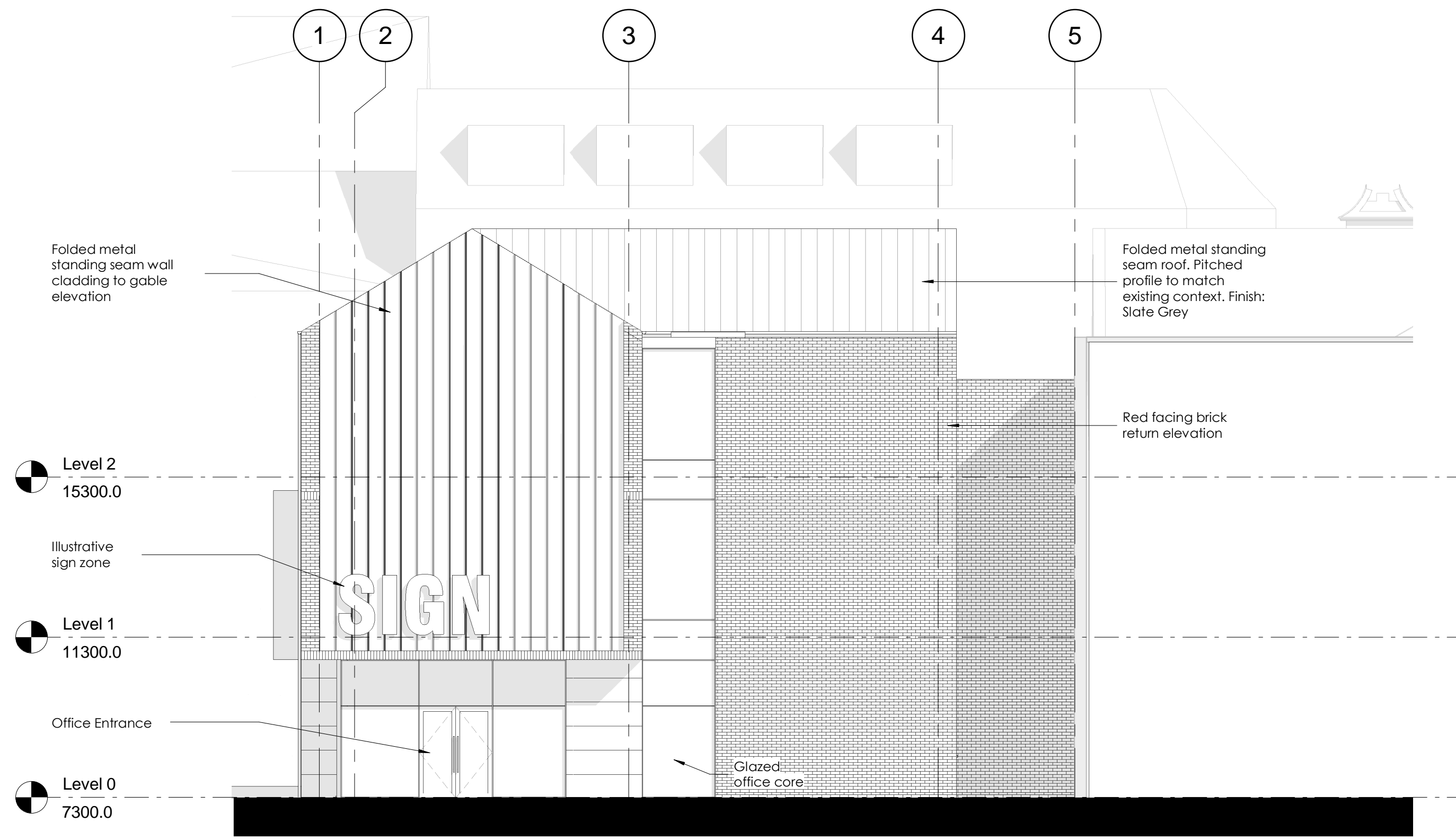
  

Project Title	South Shields Interchange	Proposed Elevations			
Client	Keppel Street / Fowler Street South Shields	Job-Draw No. 12569B_061			
Client	Muse Developments / Nexus / STC	Rev B			
Scale	1:100	Drawing Size A0			
Drawn by	CB	Checked by	HP	Date	05.2015

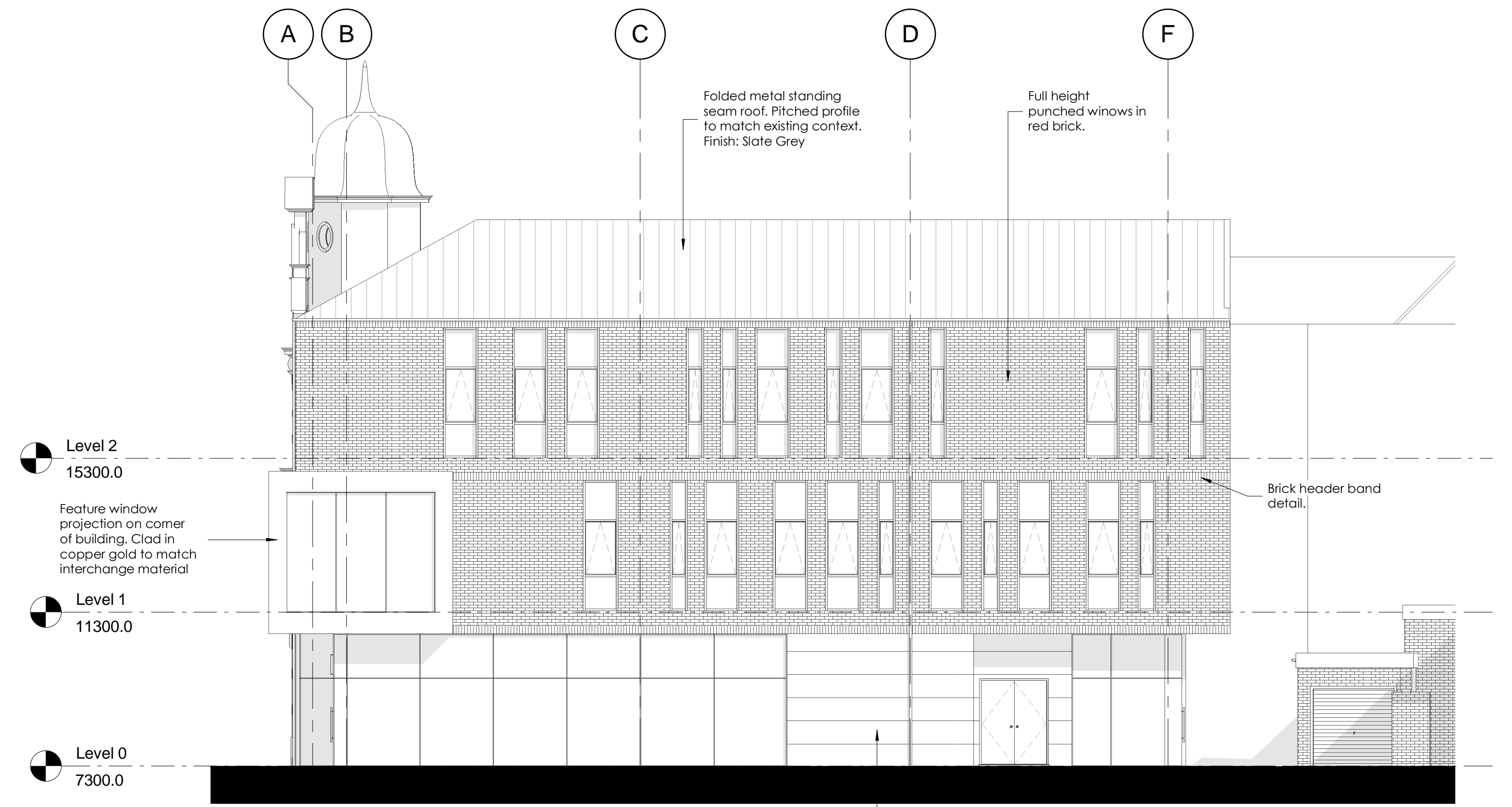
THE HARRIS PARTNERSHIP WAVERLEY 215, Victoria Road, Newcastle, NSW 1500 T. 0115 291 800 F. 0115 295 072	THE HARRIS PARTNERSHIP MAASHEWATER 202 Fawcett, Curlew, Northumberland, NE11 2JG T. 0115 238 8888 F. 0115 244 8888	THE HARRIS PARTNERSHIP WASHINGTON New Quay, Widdowburn, Northumberland, NE11 2JG T. 0115 238 8888 F. 0115 244 8888	THE HARRIS PARTNERSHIP READING 101 Gordon Road, Reading, RG2 1BA T. 0118 950 7700 F. 0118 950 8442
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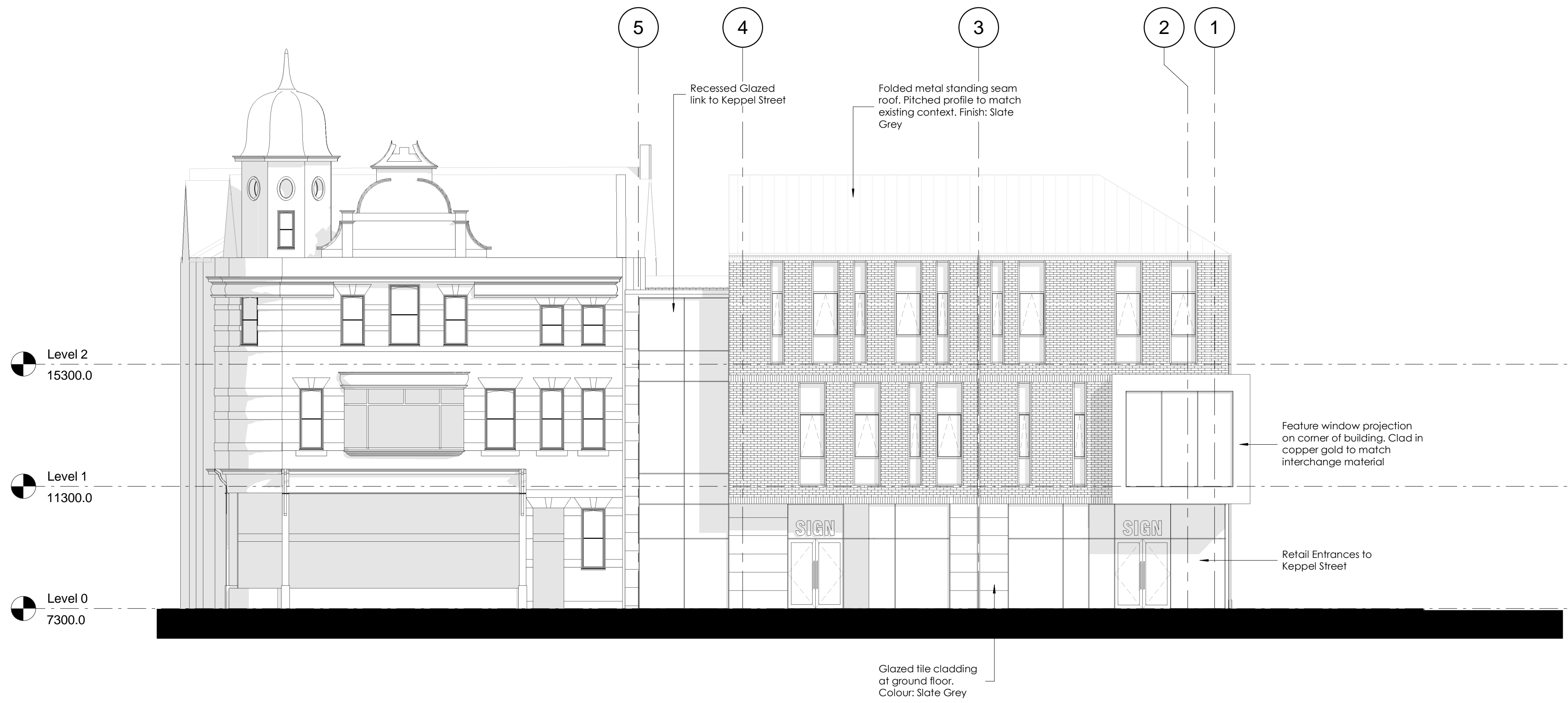
**Elevation 1 - South Elevation**

1 : 100



**Elevation 2 West Elevation**

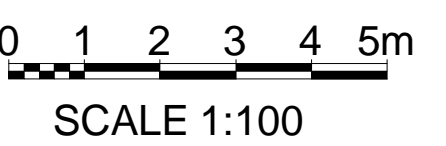
1 : 100



**Elevation 3 - North Elevation**

1 : 100

Glazed tile cladding at ground floor. Colour: Slate Grey



Rev	Date	Description	Rev By	Chk'd By
B	02.07.2015	Annotation added	AJM	CB
A	14.05.2015	Updated to reflect latest proposed site layout	PS	CB

Project Title	Interchange and Retail Development South Shield 365 Keppel Street / Fowler Street South Shields Town Centre		
Client	Muse Developments / STC		
Status	Design		
Scale	1 : 100	Drawing Size	A1
Drawn By	PS	Checked By	CB
Date	05.2015		
Job-Dwg No	12569B - (00)004	Rev	B
<p>THE HARRIS PARTNERSHIP WAKEFIELD 2 St. Johns North, Wakefield, WF1 3QA t. 01924 291 800 f. 01924 290 072</p> <p>THE HARRIS PARTNERSHIP MANCHESTER 2nd Floor, Corners Warehouse, 77 Dale Street, Manchester, M1 2HG t. 0161 238 8555 f. 0161 244 9809</p> <p>THE HARRIS PARTNERSHIP MELTON KEYNES The Old Rectory, 79 High Street Newport Pagnell, MK16 8AB t. 01908 211 577 f. 01908 211 722</p> <p>THE HARRIS PARTNERSHIP READING 101 London Road, Reading, RG1 5BY t. 0118 950 7700 f. 0118 956 8642</p>			
<p>ARCHITECTS www.harrispartnership.com</p>			

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## **Appendix 5.2 Outline Town Centre Masterplan - Key Application Drawings**





**Application Line**  
 Outline Masterplan Application  
 12.1 acres  
 4.9 hectares



C.	30.06.15	Detailed Application area amended	HP	CS
B.	10.06.15	Areas amended	HP	CS
A.	07.04.15	Road Line updated	HP	CS
Rev	Date	Description	Rev By	Chk'd By

Project Title: South Shields 365 Regeneration  
 MASTERPLAN  
 South Shields Town Centre

Client: Muse Developments

Status: PLANNING

Scale: 1:1250 Drawing Size: A1

Drawn By: CAB Checked By: HSP Date: 11.2014

Drawing Title: Outline Masterplan Application Boundary

Job-Dwg No: 12569M\_1005 Rev: C

THE HARRIS PARTNERSHIP WAKEFIELD  
 2 St. Johns North, Wakefield, WF1 3QA  
 T. 01924 291 800 F. 01924 290 072  
 THE HARRIS PARTNERSHIP MANCHESTER  
 2nd Floor, Corners Warehouse  
 77 Dale Street, Manchester, M1 2HG  
 T. 0161 238 8555 F. 0161 244 5009  
 THE HARRIS PARTNERSHIP MILTON KEYNES  
 The Old Rectory, 79 High Street  
 Newport Pagnell, MK16 8AE  
 T. 01908 211 577 F. 01908 211 722  
 THE HARRIS PARTNERSHIP READING  
 101 London Road, Reading, RG1 5BR  
 T. 0118 950 7700 F. 0118 956 8642



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**Application Line**  
 Outline Masterplan Application  
 12.1 acres  
 4.9 hectares



Rev	Date	Description	Rev	By	Chkd By

**Project Title**  
 South Shields 365 Regeneration  
 MASTERPLAN  
 South Shields Town Centre

**Client**  
 Muse Developments

**Status**  
 PLANNING

**Scale**  
 1:1250 Drawing Size A1

**Drawn By**  
 HSP Checked By CAB Date 06.2015

**Drawing Title**  
 Buildings Demolished - Outline Application

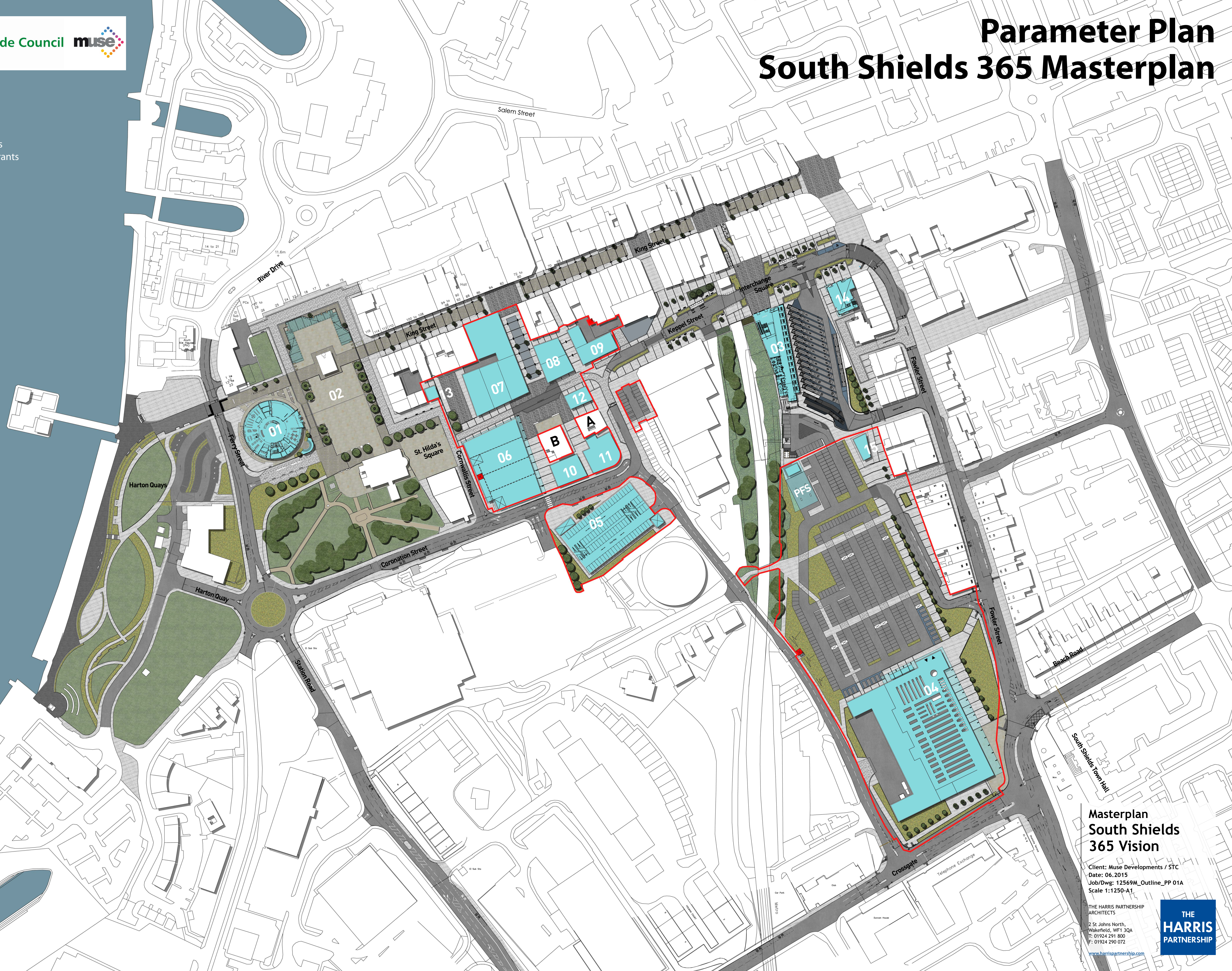
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 12569M\_1012 Rev -

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 THE HARRIS PARTNERSHIP MANCHESTER  
 2nd Floor, Corners Warehouse  
 77 Dale Street, Manchester, M1 2HG  
 T. 0161 238 8555 F. 0161 244 5009  
 THE HARRIS PARTNERSHIP MILTON KEYNES  
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 Newport Pagnell, MK18 8AE  
 T. 01908 211 577 F. 01908 211 722  
 THE HARRIS PARTNERSHIP READING  
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 T. 0118 950 7700 F. 0118 956 8642





- 01 The Word
- 02 Market Place
- 03 Interchange
- 04 Foodstore
- 05 MSCP 300 Spaces
- 06 Cinema / Restaurants
- 07 Retail
- 08 Retail
- 09 Retail
- 10 Retail
- 11 Retail
- 12 Restaurant
- 13 Restaurant
- 14 Retail / Office
- 15 Restaurant



**Masterplan  
South Shields  
365 Vision**

Client: Muse Developments / STC  
 Date: 06.2015  
 Job/Dwg: 12569M\_Outline\_PP 01A  
 Scale 1:1250-A1

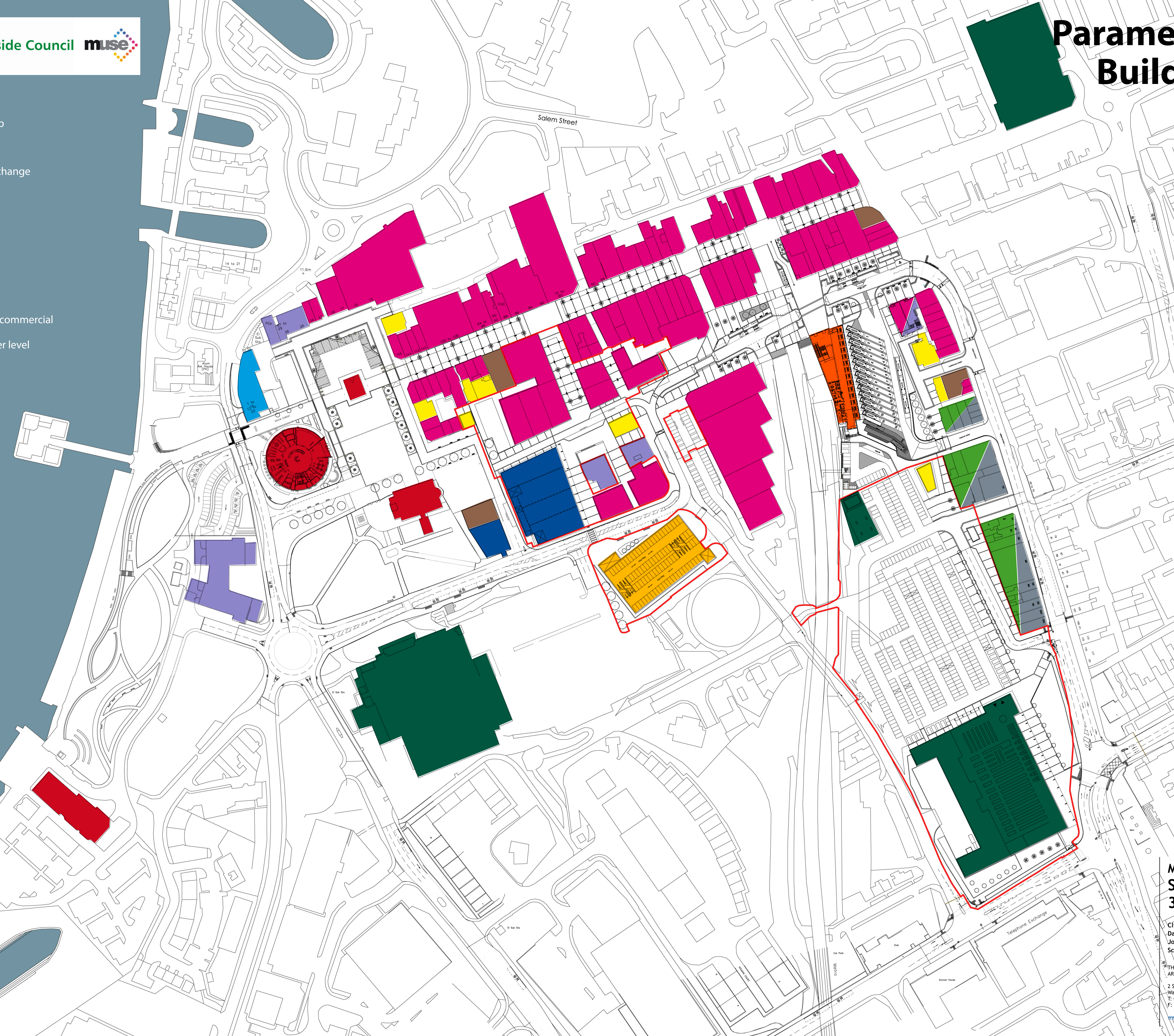
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 ARCHITECTS  
 2 St Johns North,  
 Wakefield, WF1 3QA  
 T: 01924 291 800  
 F: 01924 290 072



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- Retail
- Restaurant / Pub
- Civic Building
- Transport Interchange
- Food Retail
- Bank
- Office
- Residential
- Leisure
- General A class commercial
- Mixed Use upper level
- MSCP



**Masterplan  
South Shields  
365 Vision**

Client: Muse Developments / STC  
 Date: 06.2015  
 Job/Dwg: 12569M\_Outline\_PP 02A  
 Scale 1:1250-A1

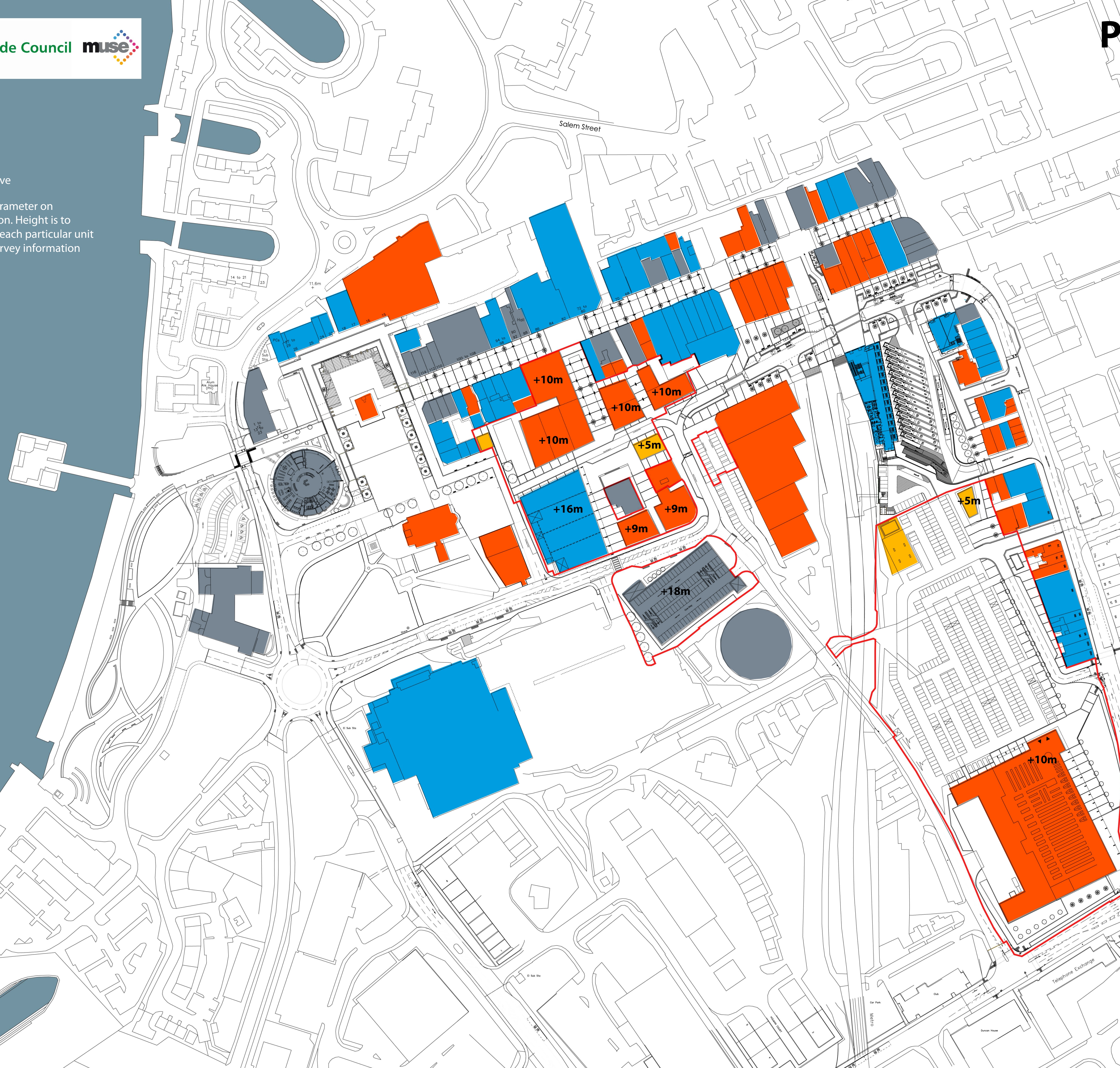
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- Single Storey
- 2 Storey
- 3 Storey
- 4 Storey and above

**+10m** Level notes height parameter on masterplan information. Height is to finished floor level of each particular unit subject to detailed survey information



A Spot Levels included. CB 25.06.15

**Masterplan  
South Shields  
365 Vision**

Client: Muse Developments / STC  
Date: 06.2015  
Job/Dwg: 12569M\_Outline\_PP 03B  
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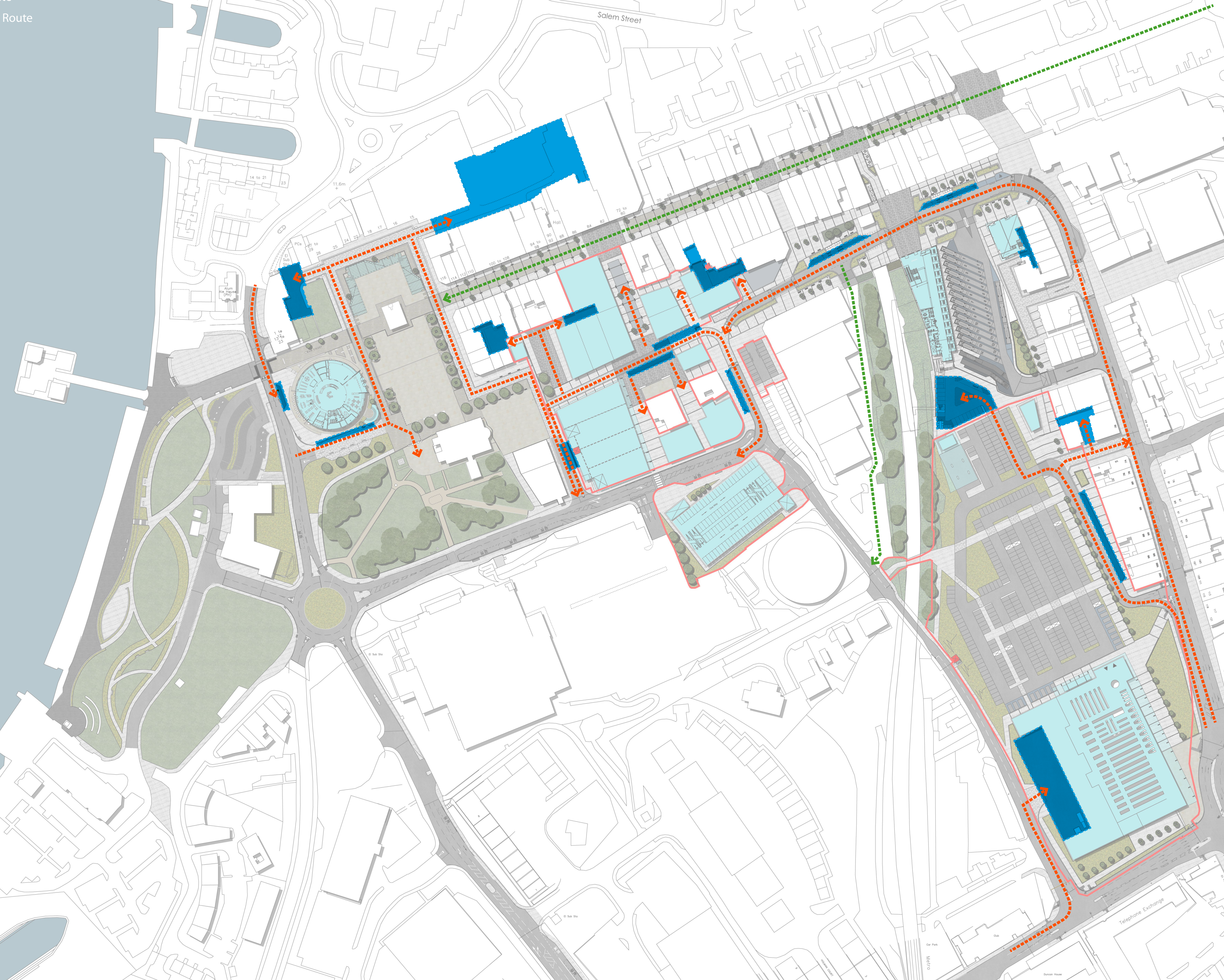
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-  New service route
-  Existing Service Route
-  Service Zone



## Masterplan South Shields 365 Vision

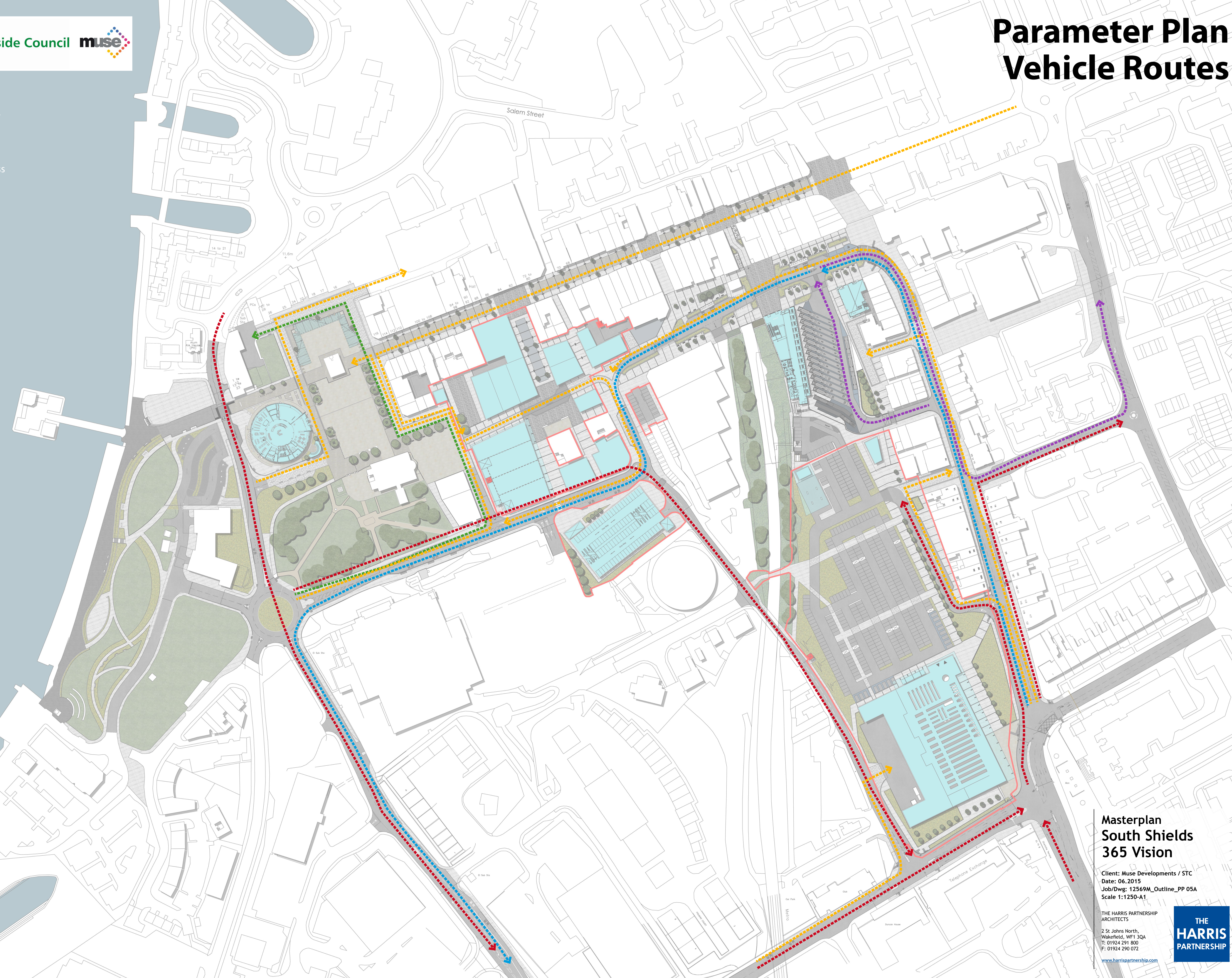
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- - - - - Public Vehicles
- - - - - Service Vehicles
- - - - - Bus and Taxi
- - - - - Bus Only
- - - - - Residents Access






**Masterplan  
South Shields  
365 Vision**

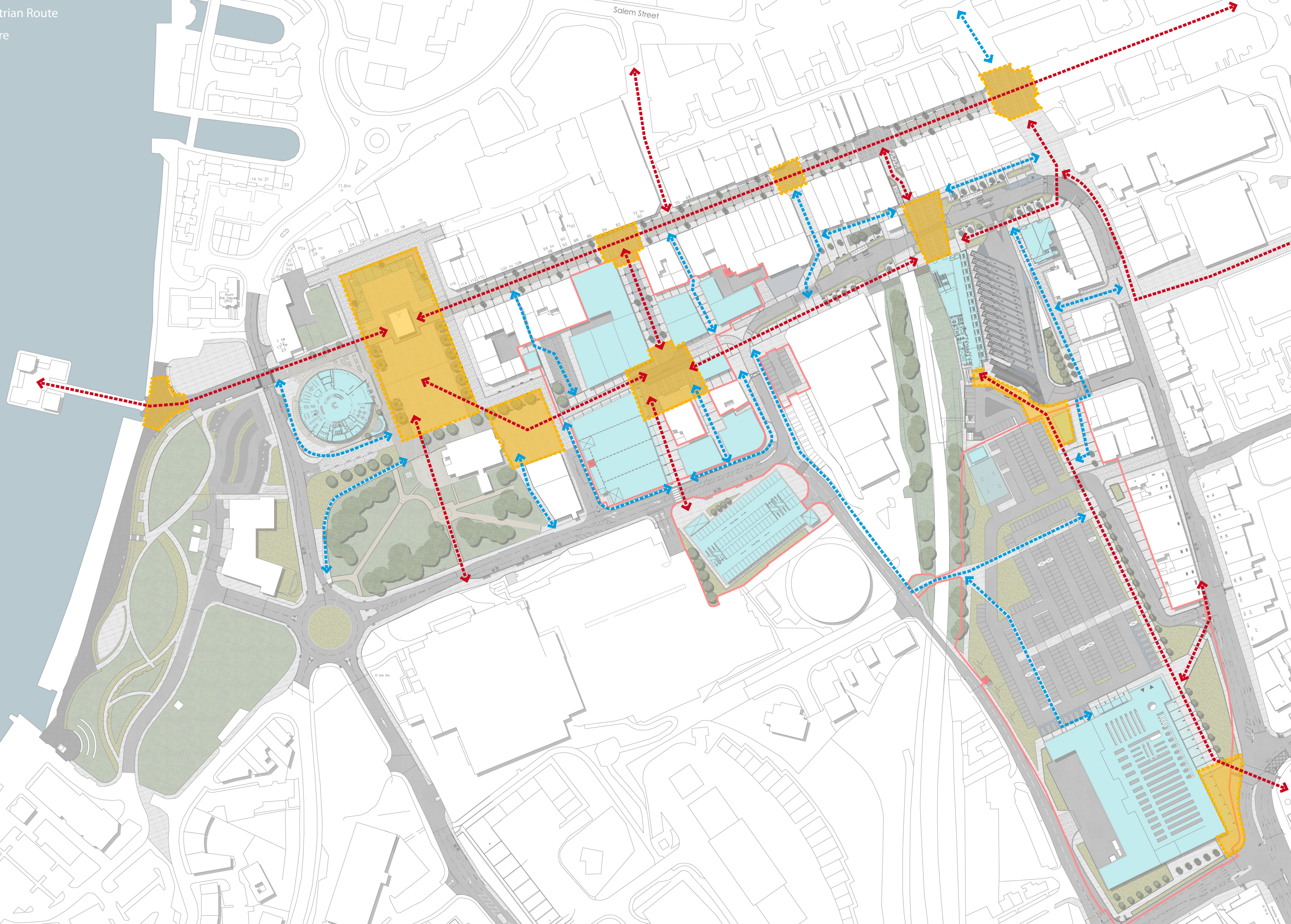
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-  Primary Pedestrian Route
-  Secondary Pedestrian Route
-  Key Space / Square



**Masterplan  
South Shields  
365 Vision**

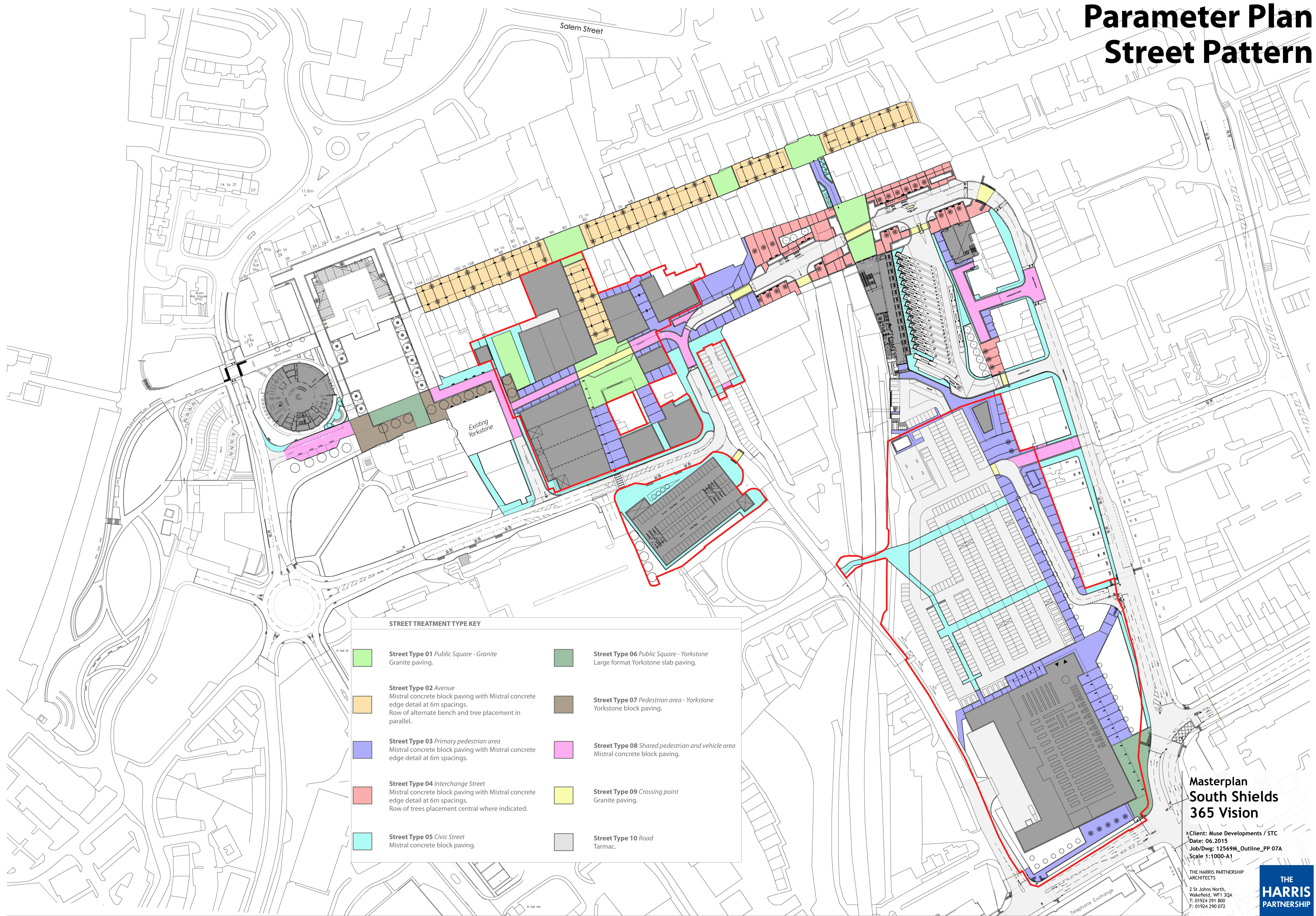
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# Parameter Plan Street Pattern



**STREET TREATMENT TYPE KEY**

	<b>Street Type 01 Public Square - Granite</b> Granite paving.		<b>Street Type 06 Public Square - Yorkstone</b> Large format Yorkstone slab paving.
	<b>Street Type 02 Avenue</b> Mistral concrete block paving with Mistral concrete edge detail at 6m spacings. Row of alternate bench and tree placement in parallel.		<b>Street Type 07 Pedestrian area - Yorkstone</b> Yorkstone block paving.
	<b>Street Type 03 Primary pedestrian area</b> Mistral concrete block paving with Mistral concrete edge detail at 6m spacings.		<b>Street Type 08 Shared pedestrian and vehicle area</b> Mistral concrete block paving.
	<b>Street Type 04 Interchange Street</b> Mistral concrete block paving with Mistral concrete edge detail at 6m spacings. Row of trees placement central where indicated.		<b>Street Type 09 Crossing point</b> Granite paving.
	<b>Street Type 05 Civic Street</b> Mistral concrete block paving.		<b>Street Type 10 Road</b> Tarmac.

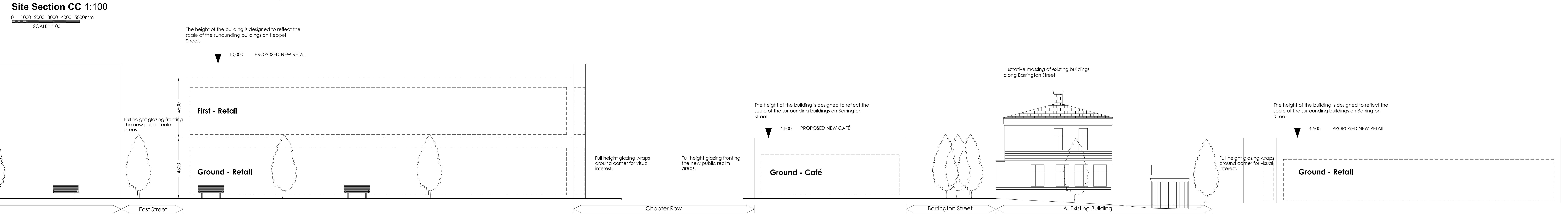
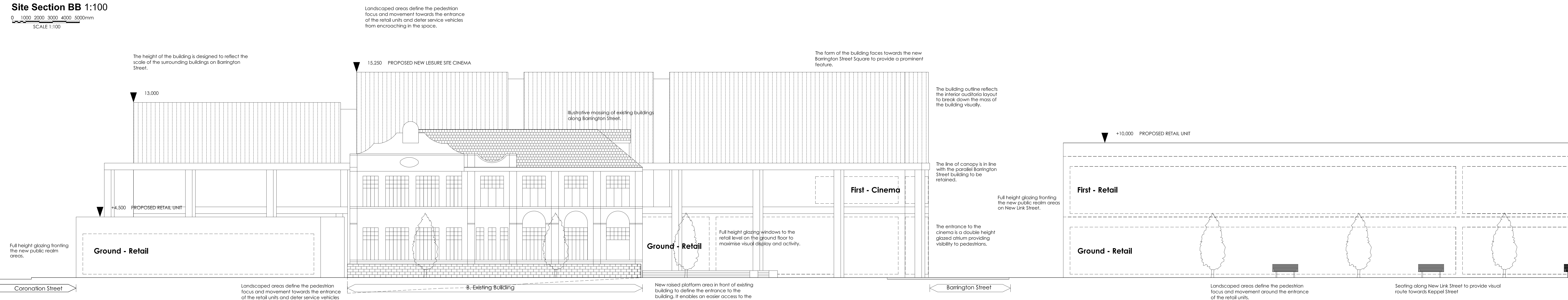
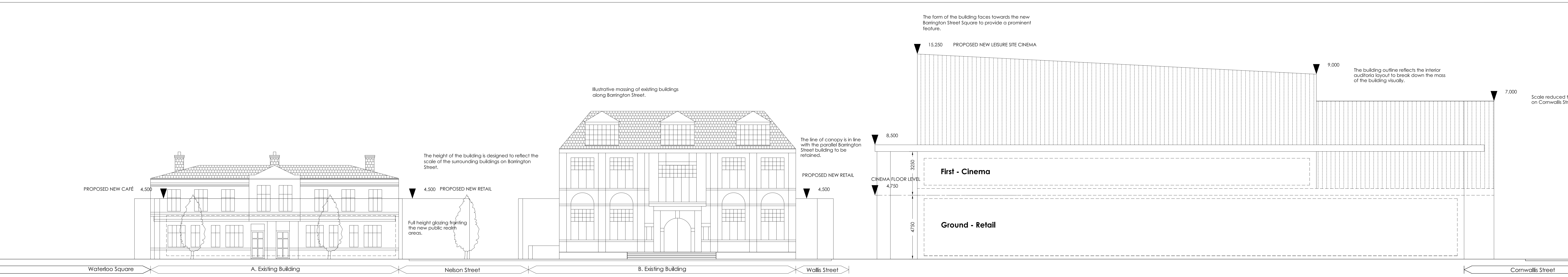
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South Shields  
365 Vision**

Client: Muse Developments / STC  
Date: 06.2015  
Job/Dwg: 12569M\_Outline\_PP 07A  
Scale 1:1000-A1

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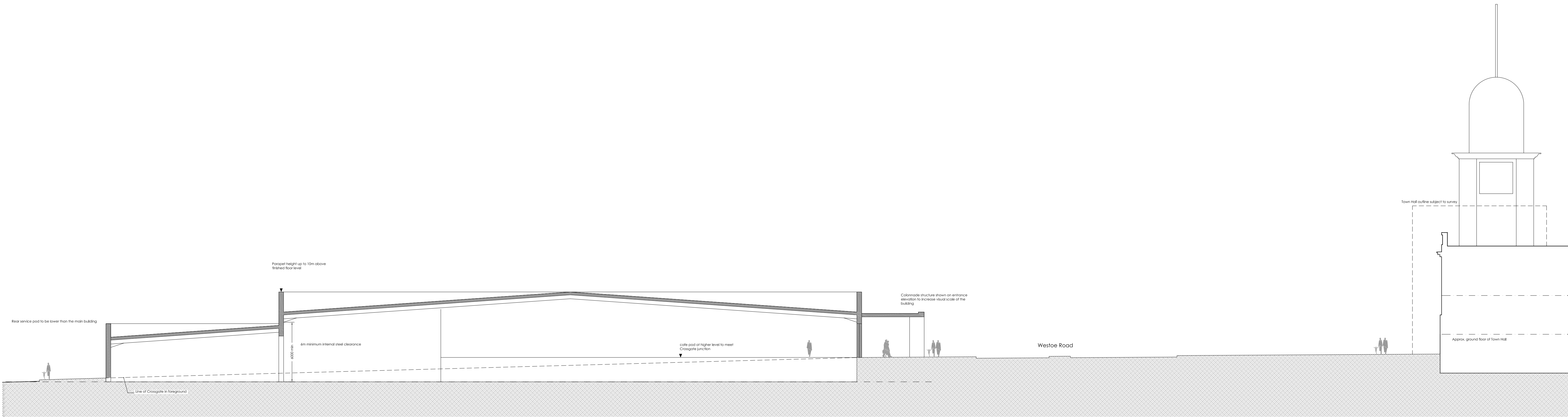




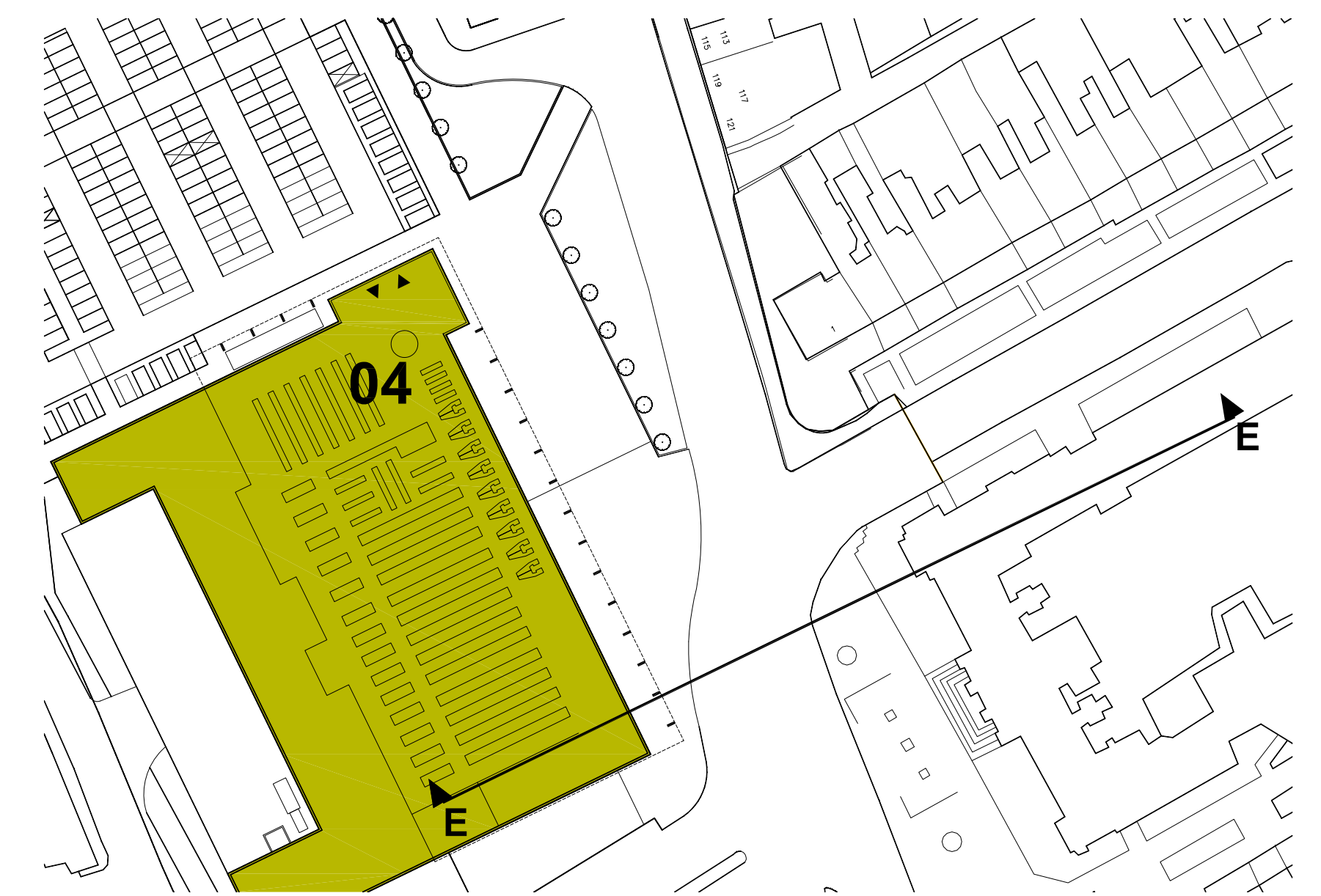
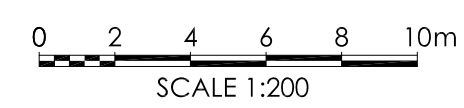


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Date	06/2015	Drawn/Rev	A0
Draw No.	12569M_104	Rev	B

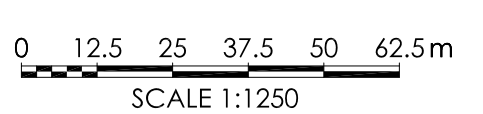




Section EE 1:200



Key Plan 1:1250



Rev	Date	Description	Rev By	Check By

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Status	PLANNING		Rev	-	
Scale	As Shown	Drawing Size	A1		
Drawn By	CAB	Checked By	HSP	Date	06/15

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 2 St. Johns North, Wakefield, WF1 3QA  
 t. 01924 291 800 f. 01924 290 072  
 THE HARRIS PARTNERSHIP MANCHESTER  
 2nd Floor, Corners Warehouse  
 77 Dale Street, Manchester, M1 2HG  
 t. 0161 238 5555 f. 0161 244 5809  
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 Newport Pagnell, MK16 8BA  
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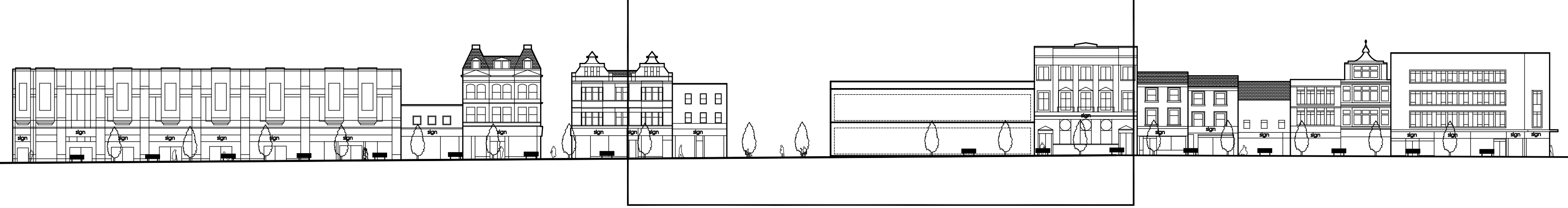




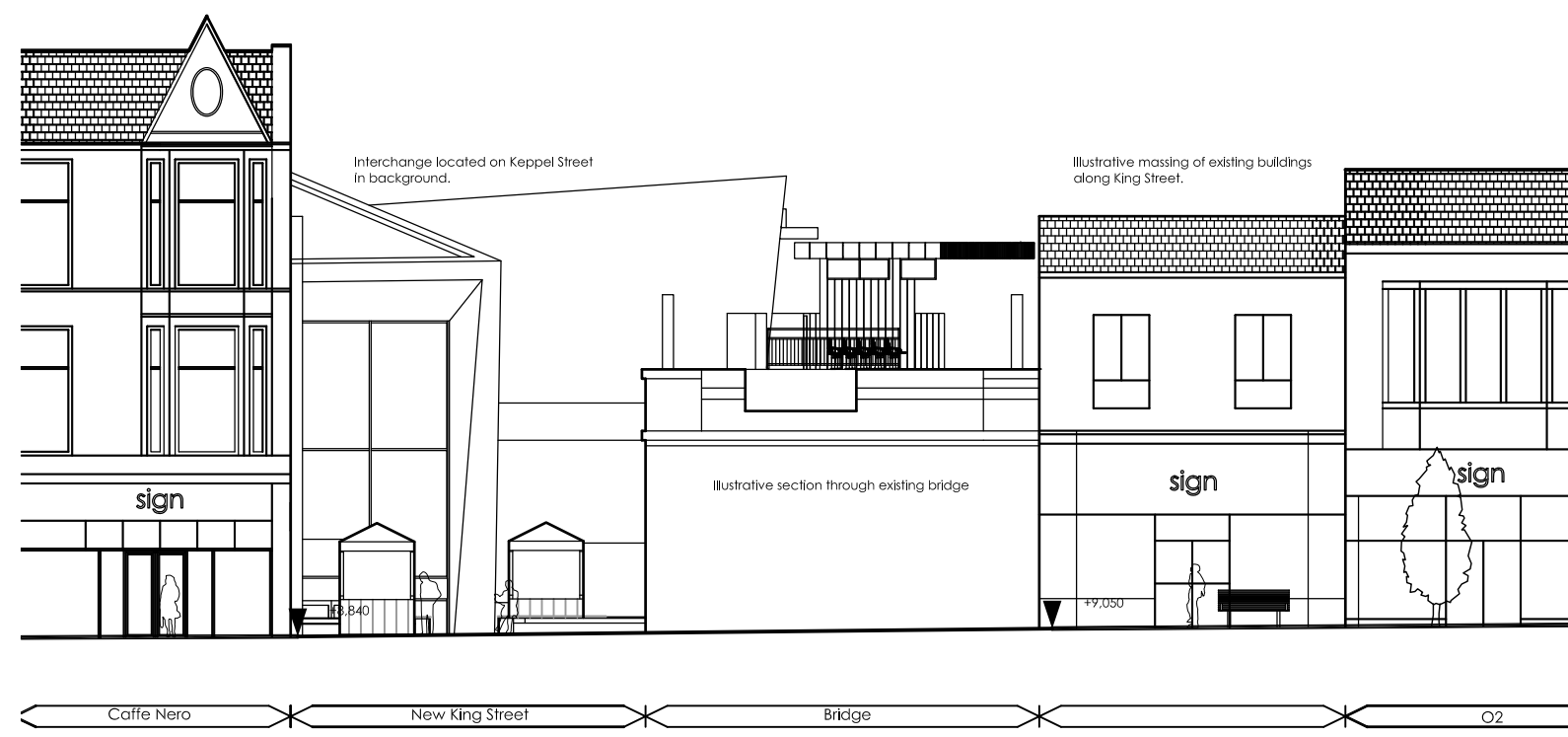
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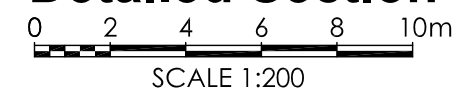
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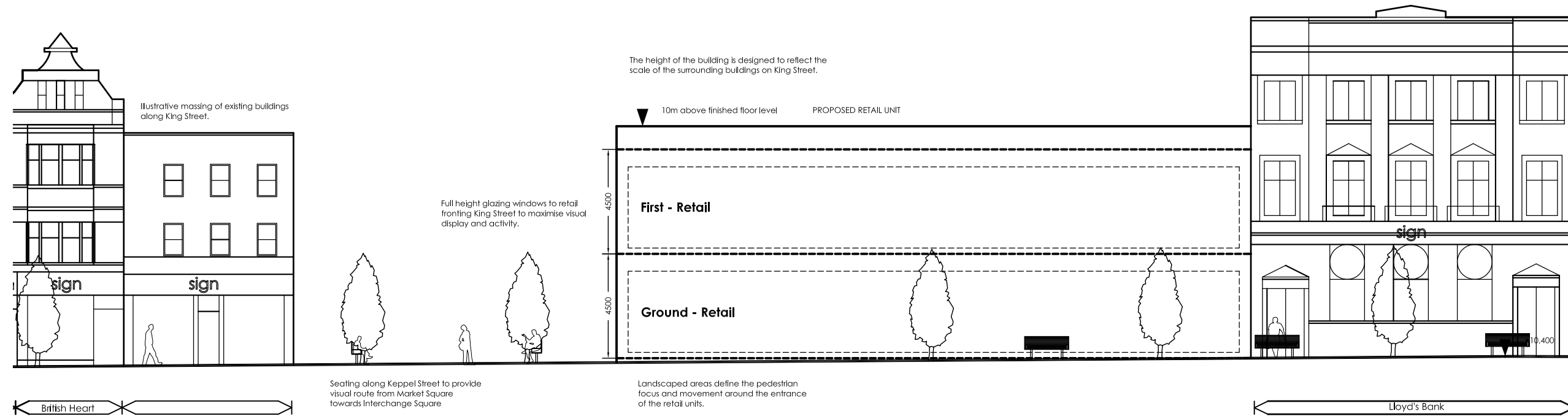
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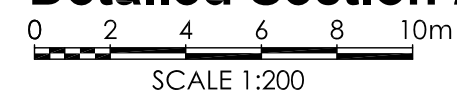
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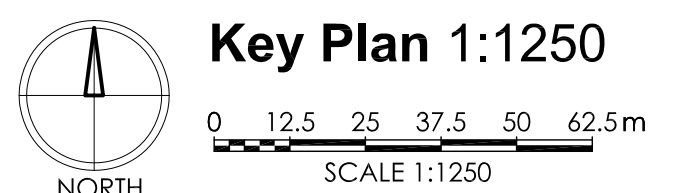
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Key Plan 1:1250



Rev	Date	Description	Rev By	CHK'd By
A	25.06.15	Updated GA Plan & scale	HP	CB

Project Title	South Shields 365 Regeneration MASTERPLAN		
Client	Muse Developments		
Status	PLANNING		
Scale	As Shown	Drawing Site	A0
Drawn By	HSP	Checked By	CAB
Date	06/2015		
Job-Dwg No	12569M_103	Rev	A
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# **Chapter 6 – Socio- Economics - No Technical Appendices**



# **Appendix 7.1 Heritage Assessment – Transport Interchange and Outline Town Centre Masterplan**



# **Heritage Assessment**

Town Centre Regeneration, South Shields

August 2015



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# 1. Introduction

- 1.1 This Heritage Assessment has been prepared by Turley Heritage on behalf of South Tyneside Council, Muse Developments and Nexus Developments, to assess the effect of the proposed town centre regeneration proposals upon the significance of identified heritage assets. For the purposes of this assessment, the 'Proposed Developments' refers to both the outline planning application for the masterplan and the full planning application for the Transport Interchange.
- 1.2 This report is a technical appendix to the Built Heritage Chapter of the Environmental Statement submitted in connection with the Proposed Development.
- 1.3 The National Planning Policy Framework (NPPF) provides the Government's national planning policy on the conservation of the historic environment. In respect of information requirements for applications, it sets out that:

*'In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance'*<sup>1</sup>.
- 1.4 To comply with these requirements, Section 2 of this statement firstly identifies the relevant heritage assets proximate to the Application Site that may be affected by the Proposed Development.
- 1.5 Section 3 provides statements of significance for the identified designated heritage assets that may be affected by the proposals; proportionate to both the importance of the asset and the likely impacts. This assessment is undertaken on the basis of published information, archival research and on-site visual survey. Section 4 provides an overview of the historic development of the Application Site.
- 1.6 Section 5 provides an assessment of the impact of the application proposals on the significance of the identified designated heritage assets, in light of the statutory duties of the Planning (Listed Buildings and Conservation Areas) Act 1990, national policy set out in the NPPF, and local planning policy for the historic environment (set out in detail at *Appendix 1*).

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<sup>1</sup> DCLG (2012) National Planning Policy Framework (NPPF) - para. 128



## 2. Heritage Assets

2.1 The NPPF defines a heritage asset as:

*“A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest<sup>2</sup>.”*

2.2 There are no identified heritage assets located within the Application Site. Any effects arising from the Proposed Development on built heritage will therefore be indirect in nature having potential to affect the significance of the identified assets through impact on their setting, rather any direct physical effects.

### Scope and consultation

2.3 All designated and non-designated above ground heritage assets, both within the Application Sites and approximately 500m from the boundary of the site (the ‘Study Area’) have been identified and the effect of the Proposed Development on these assets has been assessed.

2.4 A meeting was held with the conservation officer at South Tyneside Council on 13/05/15 and the extent of the Study Area and methodology to be used was discussed and agreed. An Environmental Impact Assessment Scoping Report was submitted to South Tyneside Council in June 2015.

2.5 This Statement forms a technical appendix (Appendix 7.1) to and should be read in conjunction with the ES Chapter dealing with Built Heritage.

### Assumptions and Limitations

2.6 Outline planning permission is sought for the masterplan at this stage and the assessment of the masterplan proposals is therefore based on the submitted parameter plans and drawings. The detailed design of this Proposed Development will be addressed through subsequent reserved matters applications.

2.7 The list of heritage assets within the Study Area has been compiled from information provided by the Tyne & Wear Historic Environment Record, based on its calculation of the assets within a 500m radius of the Application Site. This is supplemented by research from the National Heritage List for England and the other sources from South Tyneside Council.

2.8 The following ‘extant buildings’ identified from the HER have been demolished and are therefore no longer within the Study Area:

- Corporation Abattoir (HER ref: 1683);
- City Brewery (HER ref: 1684);

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<sup>2</sup> DCLG (2012) National Planning Policy Framework (NPPF) - Annex 2: Glossary



- Coal Depot (HER ref: 1685);
- South Shields Railway Station (HER ref: 2462);
- Fairle's Dock (HER ref: 2337);
- Low Station (HER ref: 2353); and
- Electric Theatre (HER ref: 15751).

## **Designated Heritage Assets**

2.9 Designated heritage assets are those which possess a level of heritage interest that justifies designation and are then subject to particular procedures in planning decisions that involve them.

### **Listed Buildings**

2.10 41 listed buildings have been identified within the Study Area. The location of each listed building is illustrated on the Heritage Asset Plan at *Appendix 2* of this report. These are:

- River Tyne, River Police Offices (grade II listed);
- The Former Mercantile Marine Offices (grade II listed);
- Mill Dam (grade II listed);
- No 23 Mill Dam (grade II listed);
- St Hilda's Colliery Head Stocks (grade II listed);
- Sundial to South West of Church St (grade II listed);
- Four gate piers immediately to the West of Church of St Hilda (grade II listed);
- Church of St Hilda (grade II listed);
- Trustee Savings Bank (grade II listed);
- 16 Barrington Street (grade II listed);
- Alum House Ham (grade II listed);
- Old Town Hall (grade I listed);
- No's 105 and 107 King Street (grade II listed);
- Lloyds Bank (grade II listed);
- Entrance building of the former Theatre of Varieties (grade II listed);
- Marks and Spencer (grade II listed);



- No's 67 and 69 King Street (grade II listed);
- The Scotia Public House (grade II listed);
- Barclays Bank (grade II listed);
- South Shields Museum & Art Gallery (grade II listed);
- Wall and railings of the museum and Art Gallery Fronting Road (grade II listed);
- The former Marine School (grade II listed);
- Stags Head Public House (grade II listed);
- Victoria Hall (grade II listed);
- No 1 Beach Road (grade II listed);
- No's 3 & 3a Beach Road (grade II listed);
- No 5 Beach Road (grade II listed);
- 11 Beach Road (grade II listed);
- 17 Beach Road (grade II listed);
- 23 Beach Road (grade II listed);
- No's 21 & 21a Beach Road (grade II listed);
- No's 29-33 Beach Road (grade II listed);
- No's 37-57 Beach Road (grade II listed);
- Municipal Buildings (grade II listed);
- Railings and Piers to the Municipal Buildings (grade II listed);
- The Britannia Public House (grade II listed);
- Forecourt Railings and Statue of Public House (grade II listed);
- No's 1-22 Mariners' Cottage, north side (grade II listed);
- No's 23-39 Mariners' Cottage, south side (grade II listed);
- Boundary Wall to No's 1 to 21, fronting road (grade II listed); and
- Boundary Wall to No's 23 to 39 (grade II listed).



### **Conservation Areas**

- 2.11 The Mill Dam Conservation Area is located to the west of the Application Site. The conservation area was originally designated in March 1981 with no amendments to its boundary since this date. The conservation area boundary is illustrated on the Heritage Asset Plan at *Appendix 2* of this report.
- 2.12 The Mariners Cottages Conservation Area is located to the east of the Application Site. The conservation area was originally designated in June 1981 with no amendments to its boundary since this date. The conservation area boundary is illustrated on the Heritage Asset Plan at *Appendix 2* of this report.

### **World Heritage Sites**

- 2.13 The Application Site is located within the Buffer Zone of the Frontiers of the Roman Empire [Hadrian's Wall] World Heritage Site to its north east. The World Heritage Site was inscribed by the United Nations Educational, Scientific and Cultural Organisation (UNESCO) in 1987 and was later extended in 2005 and 2008. The boundary includes 527 hectares, with the Buffer Zone consisting of 5,226 hectares. The World Heritage Site boundary is also illustrated on the Heritage Asset Plan at *Appendix 2* of this report.

### **Non-Designated Heritage Assets**

- 2.14 The NPPF<sup>3</sup> identifies that the term 'heritage asset' includes designated heritage assets and assets identified by the local planning authority (including local listing). South Tyneside Council currently maintains a list of 'Locally Significant Heritage Assets' which was last updated in November 2011.
- 2.15 The list has formally identified 39 Non-Designated Heritage Assets (or locally listed buildings) within 500m of the Application Site and these are illustrated on the Heritage Asset Plan at *Appendix 2* of this report. These are:
- The Quadrant, Mill Dam;
  - Mill Dam Jetty, Mill Dam;
  - Chimney, former Cookson Glassworks, Harton Staithes;
  - Merchant Navy Memorial, Mill Dam;
  - Staithes House (including wall), Mill Dam;
  - The Waterfront Public House, 9-11 (odds) Mill Dam;
  - Dalton Lane Workshops, 2-6 Dalton Lane, Mill Dam;
  - The Mission to Seafarers, Holborn House, 53 Mill Dam;
  - Unity Hall, 71 Mill Dam;
  - Painted Mural, Commercial Road;

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<sup>3</sup> DCLG (2012) National Planning Policy Framework (NPPF) - Annex 2: Glossary



- Ferry Landing;
- Harton Low Staithes;
- No's 29-33 (odds) King Street;
- Former Woolworth Building, King Street;
- Former Bridge Buffet, 30 King Street;
- National Westminster Bank, 40 King Street;
- Edinburgh Buildings, 20-24 (evens) King Street incorporating 1–4 Station Approach;
- The Criterion Public House, 2 Ocean Road;
- 4-8 (evens) Fowler Street;
- Mechanics Arms Public House, East Street;
- Lambton Arms Public House, East Street;
- Victorian Pillar Box, Market Place / King Street;
- 10 Mile End Road;
- Minchellas Cafe, 9-11 (odds) Ocean Road;
- Burton Menswear, 64 King Street;
- Man with the Donkey Statue, Ocean Road;
- Lion Statue, Ocean Road;
- The Ship and Royal Public House, 1 Ocean Road;
- Riddicks, 22 Fowler Street;
- HSBC Bank, 21 Fowler Street;
- The Dolly Peel Statue, River Drive;
- Fleet and Spirit of South Shields Artworks, Market Dock / Long Row;
- Bridge, River Drive;
- Victorian Pillar Box, Beach Road / St Hilda Street, opposite South Shields Town Hall;
- Former South Shields Hebrew Congregation, 25 Beach Road;



- St Paul and St John United Reform Church, Beach Road;
- St Bede's RC Church and Vicarage, 10 Westoe Road;
- Gas Holder, Oyston Street; and
- Bethesda Free Church, Victoria Road.

2.16 These designated and non-designated heritage assets were identified and confirmed through a search of the Historic Environment Record (HER) for Tyne and Wear (dated 05/05/15, 31/07/15 and 05/08/15).

2.17 The 'Good Practice Advice Note 2: Managing Significance in Decision-Taking' produced by Historic England (2015) states that:

*"Non-designated heritage assets include those that have been identified in a Historic Environment Record, in a local plan, through local listing or during the process of considering the application."*

2.18 An additional 10 buildings/structures were also identified as being on the HER. Their location has been illustrated on the Heritage Asset Plan at *Appendix 2* of this report. These are:

- Victoria Statue, Westoe Road;
- War Memorial, Church Way;
- Baptist Church, Westoe Road;
- Former Unitarian Church;
- South Tyneside Bangladesh Muslim Cultural Association and Mosque;
- Freemason's Hall;
- Gregory Jubilee Hall;
- Nautical Objects Reliefs;
- Baitul Malmur James-e-Masjid and Islamic Centre; and
- Cyprus Public House.



## 3. The Application Sites and Surrounding Area

### Application Sites

- 3.1 The following section provides an overview of the history and development of the Application Sites and the surrounding area (Figure 3.1).



Figure 3.1 – Satellite view of Application Sites c.2015<sup>4</sup>

#### Application Site: Transport Interchange

- 3.2 The Application Site is located within the southern part of South Shields town centre and accommodates the existing metro station and Smithy Street, Keppel Street and Fowler Street to the north. The south of the Application Site consists of modern buildings dating to the mid to late 20<sup>th</sup> century fronting Keppel Street, beyond which are William Street, Albemarle Street and Burrow Street. The east of the Application Site abuts the neighbouring Riddick's building and the terrace of properties to Fowler Street. The west of the Application Site consists of the embankment to the nearby railway line.

#### Application Site: Outline Masterplan

- 3.3 The Application Site is located within the southern part of South Shields town centre and principally consists of Chapter Row, Barrington Street and Coronation Street to the west. To the north of the site is King Street. The Application Site also includes a large parcel of land to the south east along Charlotte Street and to the rear of the properties along Fowler Street.

<sup>4</sup> Google (2015) Google Earth: South Shields



## General History and Development

- 3.4 South Shields dates from the pre-historic times, originally being the site of an Arbeia Roman Fort which was constructed in AD.160<sup>5</sup>. The area was chosen due to its close proximity to the sea and River Tyne, helping to supply Hadrian's Wall. Following the decline of the Roman Empire, the area is believed to have become a royal residence for King Oswald of Northumbria<sup>6</sup>, whose son provided land to St Hilda for the foundation of a monastery in c.647 on the site of the present-day Church of St Hilda<sup>7</sup>.
- 3.5 The current town of South Shields was founded in 1245 and developed as a fishing port, with salt-panning expanding as an industry in the 15<sup>th</sup> century. The name South Shields developed from the 'Schele' or 'Shield', which was a small dwelling used by fishermen. In 1644 during the English Civil War, Parliament's Scottish Covenanter allies captured the town and its small fortification close to the site of the original Roman fort to aid their ongoing siege of Newcastle. This was in a bid to control the mouth of the River Tyne and caused the Royalist force to flee south, leading to the Battle of Boldon Hill.



Figure 3.2 - Richardson of Darlington Map, 1768<sup>8</sup>

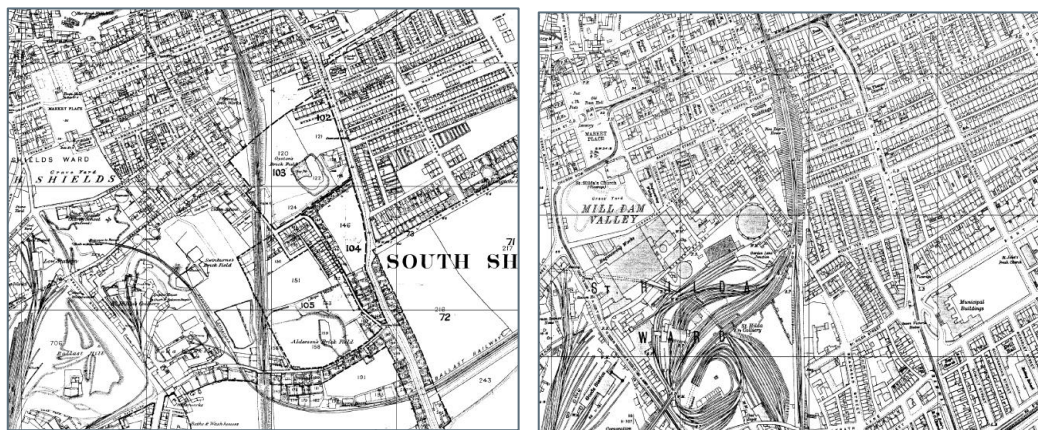
- 3.6 Following this, in 1767 the Dean and Chapter of Durham who were the major land owners at the time, encouraged the curate of the Church to dispose of 8 acres of land for the purpose of a market and associated buildings<sup>9</sup> to develop the town of South Shields. Of the 8 acres, 2 were reserved for a Market Place and the remaining 6 were

<sup>5</sup> Roman Forts and Settlements: Tyne and Wear [URL: <http://www.roman-britain.org>]  
<sup>6</sup> Swanton, Michael (1996) The Anglo Saxon Chronicles.  
<sup>7</sup> Ryder, P (2006) An Archaeological Assessment of St Hilda's Church, South Shields  
<sup>8</sup> Historical Maps of South Shields (2014) [URL: <http://www.southtynesideimages.org.uk/maps/>]  
<sup>9</sup> Hutchinson, W (1794) History and Antiquities of the County Palatine of Durham II



utilised for surrounding shops and warehouses (Figure 3.2). A charter was also obtained in 1770; sanctioning a weekly market and two annual fairs, the first of which was held on the 25th June 1771<sup>10</sup>.

- 3.7 Much of the surrounding area to the south and east of South Shields consisted of open agricultural fields, largely separated by the newly created centre of South Shields by the intervening Mill Dam (as evident in Figure 3.2).
- 3.8 In the early to mid-19th century, coal mining, shipbuilding and glass production led to the rapid growth of the town, with the population increasing from 12,000 in 1801 to 75,000 by the 1860s. This was largely sustained by economic migration from Ireland, Scotland and other parts of England<sup>11</sup>. These industries played a fundamental part in creating wealth for South Shields and the wider area. This increase in population resulted in the gradual expansion of the town and the creation of suburbs from the north west towards the south east (Figure 3.3. and 3.4).



**Figures 3.3 & 3.4 - Ordnance Survey Maps of 1858-1881 and 1915**

- 3.9 During both World War I and World War II, the German Luftwaffe repeatedly attacked the town, causing extensive damage to the town and its ports. Also during this time and into the mid to late 20th century, the shipbuilding and glass industry declined and the services and tourism industry played an increasing role in the economy of the town.
- 3.10 Comprehensive redevelopment of the town centre took place in the 1960's and 1970's which involved the demolition and erection of new industrial buildings to the north and west of the town and the demolition of the residential streets along Charlotte Street and Garden Lane to the south east. The southern part of the Application Site was redeveloped with modern retail and industrial units.

<sup>10</sup> South Shields Local Landmarks (2014) [URL: <http://the-handbooks.co.uk>]  
<sup>11</sup> British History Online (2014) South Shields [URL: <http://www.british-history.ac.uk>]





**Figure 3.5 – Ordnance Survey Map of 1956**

- 3.11 During this time, the existing road network within the town was improved and involved the extensive demolition of various properties along the key routes into South Shields to allow for road widening and associated infrastructure. The northern part of the Application Site was redeveloped and the present arrangement of Keppel and Fowler Street was established. The metro station was also constructed on the High Street, adjacent to the railway viaduct.
- 3.12 Today, the Application Site comprises of a variety of properties along King Street to the north, Barrington Street and Coronation Street at the centre and to the rear of Fowler Street to the east. The date of the buildings varies from the 19<sup>th</sup> and late 20<sup>th</sup> centuries, with the latter more present. There are also large areas of car parking to Coronation Street and Charlotte Street.

### **Summary**

- The Application Sites and the surrounding area originally consisted of open agricultural fields in the 18<sup>th</sup> century. The growth of the town resulted in a grid pattern arrangement of buildings on the Application Sites in the mid to late 19<sup>th</sup> century. By the early 20<sup>th</sup> century, the Application Sites and the surrounding area consisted of a tight urban grain with few vacant or open sites.
- The Application Sites and the surrounding area suffered war damage in the mid-20<sup>th</sup> century. This was followed by redevelopment of the Application Site and the surrounding area in the mid to late 20<sup>th</sup> century with larger commercial and industrial buildings.
- The Application Sites and the surrounding area now largely consist of a fragmented urban grain with a varied mix of building heights, materials and uses.



## 4. Significance of the Heritage Assets

### Significance and Special Interest

- 4.1 The NPPF defines the significance of a heritage asset as:

*“The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting<sup>12</sup>.”*

### Listed Buildings

- 4.2 Listed buildings are designated heritage assets that hold special architectural or historic interest. The principles of selection for listing buildings are published by the Department of Culture Media and Sport (DCMS)<sup>13</sup>.

### Conservation Areas

- 4.3 Conservation areas are designated on the basis of their special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance. Historic England has revised and republished its guidance in respect of conservation areas which provides a framework for the appraisal and assessment of the special interest and significance of a conservation area.

### World Heritage Sites

- 4.4 World Heritage Sites are inscribed by the United Nations Educational, Scientific and Cultural Organisation (UNESCO) as a place of special cultural or physical significance. Nominated sites must be of "outstanding universal value" and meet at least one of the ten associated criteria.

### Non-Designated Heritage Assets

- 4.5 Non-Designated Heritage Assets (also identified as ‘locally listed assets’) are buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions but which are not formally designated heritage assets.
- 4.6 The ‘Good Practice Advice Note 2: Managing Significance in Decision-Taking’ produced by Historic England (2015) states that non-designated heritage assets include those that have been identified in a Historic Environment Record (HER) search.

<sup>12</sup>

DCLG (2012) National Planning Policy Framework (NPPF) – Annex 2: Glossary

<sup>13</sup>

DCMS (2010) Principles of Selection for Listing Buildings, 2010



## Setting

4.7 The NPPF defines the setting of a heritage asset as:

*“The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral<sup>14</sup>.”*

4.8 Historic England has published guidance<sup>15</sup> in respect of the setting of heritage assets, providing detail on understanding setting and the associated assessment of the impact of any changes. The guidance confirms that at paragraph 9 that setting is not a heritage asset, nor a heritage designation, rather its importance lies in what it contributes to the significance of the relevant heritage asset itself.

4.9 Further guidance on the definition of setting and how it should be taken into account is set out in national Planning Practice Guidance. In assessing the contribution of setting to the significance of the following identified assets, the role of the application site has been considered.

### Summary Assessments of Significance

4.10 The following Tables 4.1 to 4.4 describe the significance of the heritage assets and contribution of setting to that significance within a 500m radius from the Application Site (Study Area). These are proportionate to both the significance of the relevant heritage asset, the nature of the Proposed Development and the likely magnitude and form of effect. These have been grouped accordingly:

- Listed Buildings;
- Conservation Areas;
- World Heritage Sites;
- Non-Designated Heritage Assets; and
- Buildings identified on the Tyne and Wear Historic Environment Record (HER).


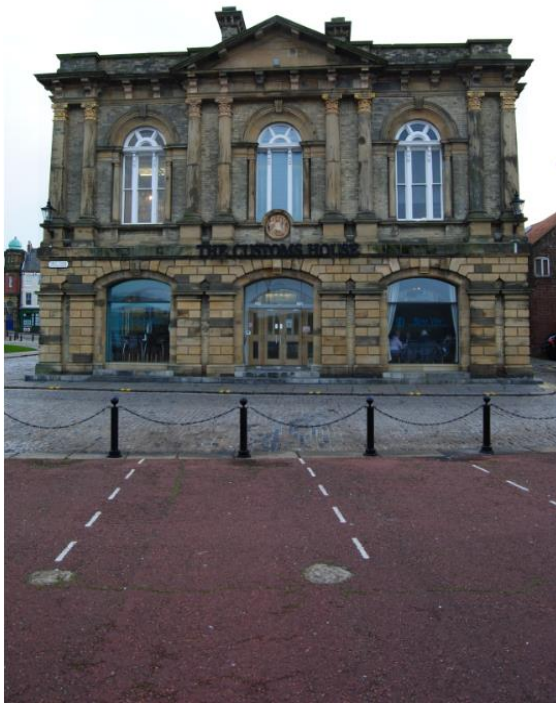
4.11 As previously stated, any effect arising from the proposed development will be indirect in nature, arising from impact on elements of setting that may or may not contribute to the significance of the heritage assets.

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<sup>14</sup> DCLG (2012), National Planning Policy Framework (NPPF) – Annex 2: Glossary  
<sup>15</sup> Historic England (2015) Good Practice Advice Note: The Setting of Heritage Assets



**Table 4.1: Listed Buildings within the Study Area**

Listed Building	Architectural Interest	Historic Interest	Contribution made by Setting to Significance
<p>River Tyne, River Police Offices (grade II listed)</p> 	<p>The River Police Office dates to the mid to late 19<sup>th</sup> century (c.1886) and is constructed from sandstone ashlar to its principal (north) elevation, with buff coloured brick and stone dressings to the three remaining elevations. The building is three storeys with three bays, the central bay forming the entrance to the building with semi-circular fanlight and deeply projecting segmental pediment supported by brackets. The first floor is framed by architrave, entablature and triangular pediment. Above this is set a rectangular panel into which is cut an inscription which reads “RIVER POLICE AND TYNE PORT SANITARY AUTHORITY”. The outer bays have bay windows through the three storeys, each of the three lights having an architrave. The roof is adorned with an elaborate pediment which rises above the roofline.</p>	<p>The building is of historic interest as the offices of the River Tyne Police from the mid to late 19<sup>th</sup> century. The police force patrolled the River Tyne and was formed in 1845 and later became a police force under the Police Act 1919. The force later became part of South Shields Borough Police in August 1968 and Northumbria Police in April 1974.</p>	<p><b>The Asset’s Physical Surroundings</b></p> <p>The River Police Office is located along the waterfront of South Shields to its west. To the north of the building is the Custom House (also grade II listed) and the Mill Dam Jetty with the River Tyne further north. To the east of the building is the Custom house and Daltons Lane. To the south is a large area of hardstanding utilised as a car park and the 19<sup>th</sup> century Dalton Lane Workshops.</p> <p><b>Appreciation of the Asset</b></p> <p>The River Police Office is principally experienced from the Mill Dam Jetty to its north. This allows for clear appreciation of the principal façade and the projecting pediment. Its relationship with the Custom House is also experienced from this point. The building is more intimately experienced along Dalton Lane, allowing for an understanding of the materiality to its north east elevation. The building is also visible in distant views from both the River Tyne and North Shields.</p> <p><b>The Asset’s Associative Attributes</b></p> <p>The River Police Office has an association with the history and development of the River Tyne Police. The building also holds an association with the Custom House in terms of their shared age, materiality and relationship with one another.</p>
<p>The Former Mercantile Marine Offices (grade II listed)</p> 	<p>The Custom House dates to the mid to late 19<sup>th</sup> century (c.1863-64) and was designed in the Classical style by the architect and borough engineer T.H. Clemence. The building is square in plan form and constructed from white brick with stone dressings. The ground floor consists of an originally open arcade (now enclosed) with three large depressed arches. Above these arches are three bays divided by coupled Corinthian half columns supporting a large pediment to the centre (sculpture within since lost). At the centre of the building, above the principal entrance, is a coat of carved by T.W. Howe. To the rear of the building is a three-bay extension by L.H. Morton in 1878 for use as offices for the Local Marine Board.</p>	<p>The building is primarily of historic interest as a customs house dating from the mid to late 19<sup>th</sup> century. The building is also significant in that it symbolises South Shields independence from Newcastle as a customs port in 1848. The building remained in use as a custom house up until the late 20<sup>th</sup> century when it was restored and converted into an arts venue.</p>	<p><b>The Asset’s Physical Surroundings</b></p> <p>The Custom house is located along the waterfront of South Shields to its west. The north of the building is the Mill Dam Jetty with the River Tyne further north. To the west of the building is the River Police Office building and to the south is Daltons Lane. To the east of the building are its later extensions from the late 19<sup>th</sup> century and late 20<sup>th</sup> century.</p> <p><b>Appreciation of the Asset</b></p> <p>The Custom House is primarily and directly experienced from the Mill Dam Jetty to its north. This allows for a clear appreciation of the principal façade and the symmetrical composition of the building. Its relationship with the River Tyne Police Office building is also appreciated from this point. The side (east) elevation is also experienced in views from the newly landscaped area to the north east of the building. The building is also visible in distant views from both the River Tyne and North Shields.</p> <p><b>The Asset’s Associative Attributes</b></p> <p>The Custom House has an association with the history and development of South Shields as a customs port. The building also holds an association with the River Tyne Office building in terms of their shared age, materiality and relationship with one another.</p>



Mill Dam (grade II listed)



The Mill Dam (now Steamboat) Public House dates to the early 19<sup>th</sup> century and is constructed render under a hipped roof of Welsh slate. The building is two storeys with three bays to the first floor in Coronation Street and one bay to the west return. The first floor also includes rusticated quoin detailing. A public house front was added to the building in the mid-19<sup>th</sup> century and consists of Tuscan pilasters with entablature and modillioned cornice. The pilasters are irregularly spaced with some bays blank.

The building is of historic interest as a public house dating from the early 19<sup>th</sup> century.

#### The Asset's Physical Surroundings

The Mill Dam (now Steamboat) Public House is situated on the corner of Mill Dam and a private access lane. To the north and west of the building is Mill Dam and further north is Staithes House. To the south is a private access lane and Holborn House. To the east are the rear elevations of the buildings to Mill Dam.

#### Appreciation of the Asset

The building is principally experienced from Mill Dam looking to the north east, allowing for an appreciation of the building's position between two streets. This view also allows for a complete view of the building's principal elevations. The building is also visible in views down Mill Dam to the south west. Due to the topography of the land, the building sits on an elevated position on Mill Dam and is visible in views from Brewery Lane and the Custom House.

#### The Asset's Associative Attributes

The building has no known associative attributes.

No 23 Mill Dam (grade II listed)



No 23 Mill Dam is a former shop dating to the early 19<sup>th</sup> century and now forms part of the neighbouring Steamboat Public House (also grade II listed). The building is two storeys with attic and constructed from render under a slate roof. A mid-19<sup>th</sup> century shop front has been added, consisting of two windows and a central door (including panelled stalls and fanlight). The shop front is eccentrically detailed with a cornice supported by four long richly carved scrolled brackets which extend half way down the shop front. Each of these is coped by a carved male head which breaks into the cornice line. To the first floor is a projecting bay window with dormer window above.

The building is of historic interest as an early 19<sup>th</sup> century building with a later mid-19<sup>th</sup> century shop front, since incorporated within the Steamboat Public House.

#### The Asset's Physical Surroundings

No.23 Mill Dam is situated within a terrace of buildings along Mill Dam. To the north east of the building is the Waterfront Public House and to the south west is the Mill Dam (now Steamboat) Public House. To the north is Mill Dam and Staithes House further north. To the south is the private access lane to the rear of the properties along Mill Dam.

#### Appreciation of the Asset

The building is principally experienced from Mill Dam looking to the north east, allowing for an appreciation of the eccentrically carved shop front. This view also allows for a complete view of the building's principal elevation. The building is also visible in views down Mill Dam to the south west. Due to the topography of the land, the building sits on an elevated position on Mill Dam and is visible in views from Brewery Lane and the Custom House.

#### The Asset's Associative Attributes

The building has no known associative attributes.



St Hilda's Colliery  
Head Stocks  
(grade II listed)



St Hilda's Colliery Head Stocks dates to the mid-19<sup>th</sup> century. The building is constructed from red brick with sandstone ashlar dressings under a flat roof. The building is three storeys with a round headed entrance arch with iron gates to the south front. To the right of this are three tall round headed windows with ornate iron glazing, all blind, with ashlar impost blocks and keystones. Above this a moulded ashlar sandstone band, and then a moulded cill band with a pair of glazing bar sashes to the right a single similar sash to the left. Above another sash to the left, and to the right a large round headed window. To the roofline is an open ashlar pediment and a raised brick parapet with ashlar coping. To the rear of the building is a single ironheadstock over the mining shaft. The building was restored in the late 20<sup>th</sup> century (c.1985).

The building is of historic interest as a Colliery Head Stocks dating from the mid-19<sup>th</sup> century. The building is also of interest as the last surviving building of the St Hilda's Colliery which was originally situated on the site. The Colliery opened in 1825 and was subject to various explosions which led to a significant development of ventilation, lighting and safety within mines across the country.

#### **The Asset's Physical Surroundings**

St Hilda's Colliery Stocks are located to the south of the town centre of South Shields. The building is situated within a small area of landscaped green space. To its north and west is a modern industrial estate with mature trees, with a supermarket further north. To the south is Henry Robson Way and associated road infrastructure. To the east of the building is a modern Business Park.

#### **Appreciation of the Asset**

St Hilda's Colliery Stocks are principally experienced to its south, allowing for an appreciation of the principal elevation of the building. The open ashlar pediment and ornate glazing of the building is also visible and appreciated from this point. Due to its elevated position, the building is visible in views from Station Road, Coronation Street and Waterloo Square. The building is also directly experienced from the car park to its north, allowing for the original role and function of the building to be fully appreciated.

#### **The Asset's Associative Attributes**

The building has an association with the immediate area, representing the site of a former Colliery within South Shields. The building has no other known associative attributes.

Sundial to South  
West of Church  
St (grade II listed)



The sundial was installed in the early 18<sup>th</sup> century (c.1703) and is constructed from sandstone ashlar. The sundial has a hexagonal base with a square pedestal above, with an incised dial and missing metal gnomon. The south face pedestal is inscribed with "*This was erected in ye year of our Lord 1703*". The other faces of the pedestal are inscribed with later dates and names of churchwardens.

The sundial is of historic interest as dating from the early 18<sup>th</sup> century. The structure is also of interest as representing a time when a sundial was required to assist in telling the time of day by the position of the sun.

#### **The Asset's Physical Surroundings**

The sundial is located at the centre of the landscaped gardens of the Church of St Hilda and is wholly enclosed by mature trees and planting. Further north is Church Way, Station Road to the west, Coronation Street to the south and the Church of St Hilda to the east.

#### **Appreciation of the Asset**

The sundial is primarily and directly experienced from within the landscaped gardens, allowing for an understanding of its role and function. Furthermore the inscriptions to each face of the pedestal can be appreciated from this point. The structure is also visible in views from Church Way and Station Road.

#### **The Asset's Associative Attributes**

The structure has an associated with the Church of St Hilda in terms of their shared age, relationship, proximity and materiality. The structure also holds a minor association with the four gate piers to the west of the church.



Four gate piers immediately to the West of Church of St Hilda (grade II listed)



The gate piers to the Church of St Hilda were constructed in the 18<sup>th</sup> century. The piers consist of four rusticated sandstone gate piers. The two taller inner piers support fluted urns. The gates and railings are modern replicas from the late 20<sup>th</sup> century.

The piers are of historic interest as dating from the 18<sup>th</sup> century and representing part of the collection of buildings and structures associated with the Church of St Hilda.

#### **The Asset's Physical Surroundings**

The Four Gate Piers are located along Church Way to its north, with the Church of St Hilda to the east. To the west and south of the structures is the graveyard associated with St Hilda's Church.

#### **Appreciation of the Asset**

The gate piers are directly experienced from the small paved area to its south and the west of St Hilda's Church. This allows for an appreciation of all four gate piers and the decorative urns to the inner piers. Due to the open nature of the site, the structures are visible from Coronation Street and Church Way.

#### **The Asset's Associative Attributes**

The structure has an association with the Church of St Hilda in terms of their shared age, relationship, proximity and materiality. The structure also holds a minor association with the sundial to the south west of the church.

Church of St Hilda (grade II listed)



The Church of St Hilda is an example of ecclesiastical architecture executed in an interpretation of the Georgian style, dating from the 17<sup>th</sup> and 18<sup>th</sup> century. The church is principally constructed from dark close-jointed sandstone, in relatively large blocks, but laid in courses which vary slightly in height. There is a large ashlar moulded cornice to the eaves, and the hipped roof is of graduated Lakeland slate, with a lower gabled section to the west linking to the tower, and a conical-ended extension on the east above the apse. The west elevation is covered to the ground floor by the single storey vestries with Venetian windows, above these are round-arched windows. There is also a large tower to this elevation with a clock face and a stone parapet with square-topped finials and topped with a pyramidal spire. The north elevation of the church, fronting the Market Place, is a symmetrical composition of five bays. In the centre is a shallow projection containing a large doorway with Tuscan pilaster surround, topped by a cornice which breaks over the doorway. The interior is of interest.

The Church of St Hilda is of historic interest as a church dating from the 17<sup>th</sup> and 18<sup>th</sup> century. The building is also of interest as it is believed to stand on a site occupied by a Saxon nunnery founded by St Aiden in 647AD.

#### **The Asset's Physical Surroundings**

The Church of St Hilda and its associated former graveyard are enclosed by Church Way, Ferry Street and Coronation Street. The north of the church abuts the busy transport route of Church Way. To the front (west) of the church is a large paved area which provides the principal access into the building and directly opposite the entrance is a war memorial in the form of a crucifix. This area is enclosed by gate piers (separately listed at grade II) and railings of varying age and design. The rear (east) of the church faces an open square. The former graveyard to the south of the Church consists of a large informal green space bounded by mature trees and hedgerows, with a diagonal path cutting across the centre. Part of the former graveyard to the west appears to be more formally landscaped with a sundial (separately listed at grade II) at the centre, surrounded by extensive planting and mature trees.

#### **Appreciation of the Asset**

The Church is clearly visible adjacent to Church Row and is also clearly visible in views southwards from the Market Place. Due to its tall tower, it has landmark quality and as a result of its height, the upper levels of the building are visible from a wide area. In terms of the land associated with the Church, it has a clearly defined setting and the spaces around the building (formerly the churchyard) have been formalised and enclosed through tree planting, landscaping and enclosure by railings and gates/gate piers. The paved and open area to the west of the building ensures that the front elevation and entrance to the building is clearly visible, creating an inviting effect. The building also relates well to the square to the east. Although clearly visible from the Market Place, the relationship the building has with land to the north is diluted by the modern road network and associated infrastructure on Church Row. The groupings of trees to the west of the building limit visual connections or relationship between the Church and land to the west and south.

#### **The Asset's Associative Attributes**

The Church of St Hilda has an association with the other listed structures proximate to it and functionally associated with it. It has a shared age and visual



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relationship with the grade I listed Old Town Hall to the north.

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Trustee Savings Bank (grade II listed)



The Trustee Savings Bank dates to the early to mid-19<sup>th</sup> century (c.1841) and was designed in the Classical Style by the architects J & B Green. The building consists of a five bay elevation to Cornwallis Street and three bays to Barrington Street. The building is two storeys and constructed from sandstone ashlar with rusticated quoins under a flat roof. To the ground floor are timber sliding sash windows with semi-circular heads and keystones. Also to this floor is a continuous impost band and architrave. The first floor consists of sash windows with alternating triangular and segmental pediments. The roof is adorned with an eaves cornice and parapet with balusters. The building has been extended to the rear under designs by architects J.H. Morton and Sons in 1958-61.

The building is of historic interest as a banking building from the early to mid-19<sup>th</sup> century.

#### **The Asset's Physical Surroundings**

The Trustee Savings Bank is located within a pedestrianised square to its north and to the east of St Hilda's Church. To the east is Cornwallis Street. To the south of the building is a modern extension to the building. Further north is Coronation Street. To the west is a narrow passageway lined with mature trees adjacent to the churchyard of St Hilda.

#### **Appreciation of the Asset**

The building is primarily and directly experienced from the pedestrianised square, allowing for the principal elevation of the building to be fully appreciated. The detailing of the building, including its symmetrical execution and alternating triangular and segmental pediments are appreciated and experienced from this point. The building is also visible in distant views from the Market Place and Barrington Street. The rear of the building, including the modern extension, is visible from Coronation Street and Cornwallis Street.

#### **The Asset's Associative Attributes**

The building has no known associative attributes.

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16 Barrington Street (grade II listed)



No. 16 Barrington Street dates to the late 19<sup>th</sup> century (c.1882) and was constructed for the South Shields Poor Law Union. The building is designed in the revived English Domestic Revival Style by the architect J.H. Morton. The building consists of two storeys with attic, five bays to Barrington Street and three bays to Nelson Street. The building is constructed from red brick under a hipped roof of Welsh slate, with a modillioned eaves cornice. Each of the bays is delineated by brick pilasters and windows. The entrance to the central bay is semi-circular hooded and constructed from sandstone, highly decorated and framed by an ionic doorcase. Above this door is an oriel window. Also to the upper floors are three large dormer windows and a continuous sill band. The building was extended to the rear in 1904 (also by Morton) and is designed in a similar style with three storeys, five bays and decorated with a stepped gable.

The building is of historic interest as a building constructed for the South Shields Poor Law Union during the 19<sup>th</sup> century.

#### **The Asset's Physical Surroundings**

No. 16 Barrington Street is situated along Barrington Street to its north, Nelson Street to its east and neighbouring properties to its south and east. Further north of the building are an array of modern buildings (currently under demolition) and Chapter Row.

#### **Appreciation of the Asset**

The building is experienced along Barrington Street, allowing for an appreciation of the building's principal elevation. The building is also experienced from the corner of Barrington Street and Nelson Street, allowing for an appreciation of the side elevation and rear extension to the building. The buildings to the north of the building have since been partially demolished, allowing for increased views from Chapter Row, East Street and Waterloo Square.

#### **The Asset's Associative Attributes**

The building has no known associative attributes.

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Alum House Ham  
(grade II listed)



The Alum House dates to the early 19<sup>th</sup> century and is constructed from (now painted) under a roof of welsh slate. The building is a mixture of two and three storeys. The principal (West) elevation consists of two segmental bow windows with curved timber sash. The corners of this elevation are marked by broad pilasters. The other elevations of the building consist of various sash windows with stone lintels and continuous sill bands.

The building is of historic interest as a public house from the early 19<sup>th</sup> century. The building is also of interest as the last surviving type of building within the Old Town.

#### **The Asset's Physical Surroundings**

The Alum House is located on a prominent corner along River Drive to its east. To the south of the building is a private road providing access to the building and the neighbouring building. To the west is the Ferry Managers Office and to the north is the private residential road, Cobble Landing.

#### **Appreciation of the Asset**

The building is primarily and directly experienced along River Drive, allowing for views of the buildings principal elevation. It is from this point that the projecting bays of the building are appreciated. The building is also visible in views from the walkway to the east of River Drive, allowing for the more simple side elevations of the building, with its stone lintels and sash windows to be appreciated.

#### **The Asset's Associative Attributes**

The building has no known associative attributes.

Old Town Hall  
(grade I listed)



The Old Town Hall was constructed in 1768 for the Dean and Chapter of Durham and is believed to have been built by a local architect named 'Hunter'. The building consists of two storeys and is constructed from ashlar sandstone. It has an open arcaded ground floor which was originally used as a market hall. There are three Doric column arches with elements of rustication on the south, east and west elevations. Centrally positioned within the open ground floor of the Hall is what has been referred to as a former market cross. This is a tall circular stone column which pre-dates the Old Town Hall and has been incorporated into the design. The upper floor has three bays to each elevation with a central Venetian window flanked on either side by a semi-circular headed window. On the east and west elevations, the single windows are blank. On the north elevation a Venetian window contains the entrance door with a fanlight above. Access to the upper floor is gained via a symmetrical, double branched stone staircase with the entrance to the open market hall gained through a grand semi-circular arched opening. The pyramidal roof is of slate and is crowned by a square timber turret and domed octagonal cupola.

The Old Town Hall is of historic interest as a former Town Hall constructed for the Dean and Chapter of Durham in 1768 as part of the releasing of land for the construction of a Market Place and warehouses/shops. The upper floor of the building provided offices for local officials and a place for holding manorial courts. The lower floor was used as a shelter for people working and attending the market. In 1850, South Shields was granted its charter of Incorporation as a Borough. The Council acquired the Old Town Hall in 1854 and it was subsequently adapted for use as a Council Chamber. The building became inadequate and the Council obtained parliamentary powers to build a New Town Hall in 1861. Despite initial threat of demolition, the Old Town Hall continued to be used as a meeting place for the Council until the New Town Hall was completed in 1910.

#### **The Asset's Physical Surroundings**

The Old Town Hall is surrounded by a combination of open space and built development. It occupies a central position within the Market Place and has done so since it was built in the 18th century. Historic map evidence and other records show that the Old Town Hall has always been surrounded by buildings, flanking the Market Place. These have been successively redeveloped and the buildings today predominantly date from the 1960s. The building frontage lining the eastern edge of the Market Place is broken by King Street. The buildings to the north form a continuous façade. The demolition of Wouldhave House has opened up the area to the west of the Old Town Hall, revealing the rear elevation of the curved residential apartment building fronting Ferry Street. To the south of the Old Town Hall, beyond Market Place, is the Church of St Hilda. This is separated from the Market Place by a busy vehicular route, dominated by modern road infrastructure and bus stops/shelters.

#### **Appreciation of the Asset**

The Old Town Hall is primarily experienced from within the Market Place. Due to its central position, it is the focal point of this space and the building can be fully appreciated. It is particularly visible from the south where the Market Place is more open and from Church Row and The Church of St Hilda. Following the demolition of Wouldhave House, the former route of Dean Street has been re-opened and although currently narrower than it was originally intended, this allows views of the Hall from the west. This also enables clear views through the ground floor arches of the building and allows a greater appreciation of the form and original function of the building.

#### **The Asset's Associative Attributes**

The Old Town Hall has no clear associations with other heritage assets; with the exception of the shared age and visual relationship with the grade II listed Church of St Hilda to the South. The building has an association with the Market Place, sitting within an open space and enclosed by buildings since 1768.



No's 105 and 107 King Street  
(grade II listed)



Nos. 105 and 107 King Street date to the early 19<sup>th</sup> century and are constructed from sandstone ashlar under a slate roof. The buildings are three storeys, each with two bays and modern shopfronts to the ground floor. The building is decorated through the use of moulded architraves to the windows; the cills to the second floor also have brackets. Either side of the buildings are stone quoining, connected by a stone eaves, cornice and frieze.

The buildings are of historic interest as two early 19<sup>th</sup> century shops constructed with sandstone ashlar. The buildings are also of interest as the slight variation in height to each other suggests a uniform re-fronting of the properties, therefore the buildings may be earlier and date to the late 18<sup>th</sup> century.

#### **The Asset's Physical Surroundings**

No's 105 and 107 King Street are along the main thoroughfare of King Street to its north west with flanking properties to its west and east. To the south of the building are the Lambton Public House and the Mechanic Arms Public House. Further south is East Street.

#### **Appreciation of the Asset**

The buildings are wholly experienced from King Street, allowing for an appreciation of the buildings principal elevation. It is from this point that the architectural interest of the building can be appreciated, including its quoins and use of sandstone. The variation of height between the two buildings is also appreciated and experienced from this point.

#### **The Asset's Associative Attributes**

The building has no known associative attributes.

Lloyds Bank  
(grade II listed)



Lloyds Bank dates to the early 20<sup>th</sup> century (c.1913) and is designed in an interpretation of the Renaissance Palazzo Style by the architect J.D. Kitson. The building is three storeys with five bays and constructed from ashlar stone. The ground floor consists of plain ashlar to cill level, and then above is bonded rustication. At each end bay is an entrance with pediment supported by brackets. The ground floor supports a portico of giant Roman Doric columns rising through two floors, the centre bays being recessed behind them. The echinus of the order is carved with egg and dart. Above this a full entablature breaking forward over the columns, the frieze being decorated with circles. The elevation is then completed with a very deep parapet.

The building is of historic interest as a banking building dating from the early 20<sup>th</sup> century.

#### **The Asset's Physical Surroundings**

Lloyds Bank is located along the main thoroughfare of King Street to its north west with flanking properties to its west and east. To the south of the building is a collection of modern extensions and additions associated with Lloyds Bank. Further south is East Street.

#### **Appreciation of the Asset**

Lloyds Bank is primarily and directly experienced from King Street, allowing for an appreciation of the buildings principal elevation. It is from this point that the architectural interest of the building can be appreciated, including its Renaissance Palazzo style and use of large two storey Doric columns. Due to its increased height, the building has a greater presence on the street than its neighbouring buildings.

#### **The Asset's Associative Attributes**

The building has no known associative attributes.



Entrance building of the former Theatre of Varieties (grade II listed)



The former Theatre entrance was designed in the 19<sup>th</sup> century (c.1898-99) by the architect Frank Matcham. The building is three storeys and constructed from terracotta (now painted). The ground floor consists of a modern shopfront, above is a free interpretation of classical details in the manner of a 17<sup>th</sup> century frontispiece. The first floor is filled with a large semi-circular arched / glazed opening. To the second floor are two semi-circular hooded windows flanking a semi-circular hooded niche which rises to the first stage of a stepped gable. Each of the three steps of the gable is flanked by scrolled brackets.

The building is of historic interest as a late 19<sup>th</sup> century theatre entrance.

#### **The Asset's Physical Surroundings**

The former Theatre entrance is located along the main thoroughfare of King Street to its south east with flanking properties to its west and east. To the south of the building is the private access road, Union Alley.

#### **Appreciation of the Asset**

The building is primarily and directly experienced from King Street, allowing for an appreciation of the buildings principal elevation. It is from this point that the architectural interest of the building can be appreciated, including its free interpretation of classical details. Through the use of a projecting gable, the building has an increased prominence than the neighbouring buildings. There are views of the rear of the building from Union Alley.

#### **The Asset's Associative Attributes**

The building has no known associative attributes.

Marks and Spencer (grade II listed)



The Marks and Spencer building was originally the Theatre Royal which was constructed in the mid to late 19<sup>th</sup> century (c.1866) under designs by the architects T.M. Clemence and J.C. Philips. The building is three storeys with three bays and constructed from sandstone ashlar (now painted). To the ground floor is a modern shop front with a modillion cornice (original). The upper elevations have a series of paired Corinthian pilasters with alternating triangular and segmental pediments in-between. Above these are oriel windows with moulded architraves, decorated by swags descending from masks of comedy and tragedy. The pedimented portico has since been lost.

The building is of historic interest as being constructed as the 'New Theatre', also known as the Theatre Royal, in the mid to late 19<sup>th</sup> century.

#### **The Asset's Physical Surroundings**

The building is located along the main thoroughfare of King Street to its south east with flanking properties to its west and east. To the south of the building is the private access road, Union Alley.

#### **Appreciation of the Asset**

The building is primarily and directly experienced from King Street, allowing for an appreciation of the buildings principal elevation. It is from this point that the architectural interest of the building can be appreciated, including its alternating triangular and segmental pediments and pilasters. There are views of the rear of the building from Union Alley.

#### **The Asset's Associative Attributes**

The building has no known associative attributes.



No's 67 and 69  
King Street  
(grade II listed)



No 67 and 69 King Street dates to the mid to late 19<sup>th</sup> century (c.1870s) and is designed in the French Classical style. The building is constructed from sandstone ashlar to its principal (north) elevation on King Street and first return to bay to Waterloo Vale (south). The remaining elevations of the building are constructed from red brick under a roof of welsh slate. The building is three storeys with attics and six bays to the principal elevation, with the centre two recessed. The building is decorated through the use of continuous cills, cornices and a deep parapet. Flanking these recesses are end pavilions with triangular pediments rising into the parapet. Above is a very steeply pitched roof with small square flat tops. These are embellished with cast-iron cresting. The ground floor consists of a modern shop front.

The building is of historic interest as a retail and office building dating from the mid to late 19<sup>th</sup> century.

#### **The Asset's Physical Surroundings**

No 67 and 69 is located along the main thoroughfare of King Street to its north west with flanking properties to its west and east. To the south of the building is East Street, with Chapter Row further south.

#### **Appreciation of the Asset**

The building is primarily and directly experienced from King Street, allowing for an appreciation of the buildings principal elevation. It is from this point that the architectural interest of the building can be appreciated, including its French Classical style and use of a sandstone façade to this elevation. Due to its increased height, the building has a greater presence on the street than its neighbouring buildings. The side elevation with its brick construction is also experienced from King Street. The rear of the building is directly appreciated from Chapter Row, allowing for an understanding of the principal and subservient elevations with the building.

#### **The Asset's Associative Attributes**

The building has no known associative attributes.

The Scotia Public  
House (grade II  
listed)



The Scotia Public House dates to the early 20<sup>th</sup> century (c.1903-04) and is a designed in an interpretation of the Edwardian Baroque architectural style by the architect Henry Grieves. The building is constructed from red brick under a slate roof with sandstone ashlar dressings to the doors and windows. The building is three storeys and occupies the quadrant corner and both King Street and Mile End Road with various bays. These bays are interspersed with semi-circular pediments which break forward from the roofline, rising above the stone modillioned eaves cornice. Below these are highly decorated centre windows with Ionic pilasters, entablatures and semi-circular pediments. To the ground floor, openings have semi-circular heads with heavy 'Gibbs' surrounds. The first floor consists of rusticated architraves to the openings with large keystones and aprons. The end bay rises above the eaves and consists of a square tower with pyramidal roof and iron finial. On the opposite bay is a circular turret cap rising

The building is of historic interest as a public house dating from the early 20<sup>th</sup> century.

#### **The Asset's Physical Surroundings**

The Scotia Public House is located on the corner of King Street and Mile End Road to its south and east respectively, in an area known as the Quadrant. To the north of the building is a private access road leading to Queen Street. To the west are neighbouring properties along King Street.

#### **Appreciation of the Asset**

The Scotia Public House is primarily experienced from the Quadrant, allowing for an appreciation of the full extent of the buildings elevation to Mile End Road. It is from this point the circular turret and square tower are appreciated together with the stone detailing across the elevation. Due to its prominent position, the building is visible in views from Ocean Road and King Street. Furthermore, the building is also visible from the Kepler Street and Fowler Street.

#### **The Asset's Associative Attributes**

The building has no known associative attributes.



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above the curved roof with a fine Art Nouveau iron fleche. This element of the building is regarded as nice 'conceit' and makes a most successful feature of this corner.

Barclays Bank  
(grade II listed)



Barclays Bank dates to the early 20<sup>th</sup> century (c.1902) and is designed in the Classical style by the architect J.H. Morton. The building is situated in a prominent position and is constructed from sandstone ashlar. The building is three storeys with seven bays to King Street, the Quadrant and Fowler Street. The ground floor is heavily rusticated above a high plain plinth, with large windows and central entrance with scrolled keystones. To the first floor, windows have architraves and alternating triangular and segmental pediments. These are further embellished through the use of a continuous cill band and cast iron balconies. The building is crowned by an entablature with modillion cornice and a balustraded parapet. Each of the end bays breaks forward to form a pavilion with ionic pilasters to support pediments above. The tympanum of each pediment contains a cartouche.

The building is of historic interest as a banking building dating from the early 20<sup>th</sup> century.

#### **The Asset's Physical Surroundings**

Barclays Bank is located on the corner of King Street and Mile End Road to its north and east respectively, in an area known as the Quadrant. To the south and west of the building are neighbouring properties.

#### **Appreciation of the Asset**

Barclays Bank is primarily experienced from the Quadrant, allowing for an appreciation of the full extent of the building's principal elevation. It is from this point that the curvature of the building and its sense of symmetry is appreciated, together with its classical detailing. Due to its prominent position, the building is visible in views from Ocean Road and King Street. Furthermore, the building is also visible in distant views from Mile End Road.

#### **The Asset's Associative Attributes**

The building has an association with No 4-8 Fowler Street in terms of its shared materials and design. There are no other known associative attributes.

South Shields  
Museum & Art  
Gallery (grade II  
listed)



The South Shields Museum and Art Gallery dates to the mid-19<sup>th</sup> century (c.1858-60) and is designed in an interpretation of the Italianate architectural style by the architect John Wardle. The building is constructed from buff coloured brick with large stone dressings under a flat roof. The building is two storeys with three bays, the centre of which breaks forward slightly with rusticated quoins. The central entrance is contained within a semi-circular arched opening divided by a square column supporting the arch of the crown. Each outer bay is lit by four segmental-headed windows with plain architraves and a heavy floor band above. To the first floor is three grand semi-circular-headed

The building is of historic interest as originally being constructed for the Mechanics Institute in the mid-19<sup>th</sup> century. The building later became the Public Library for South Shields in 1873 and a museum added in 1876.

#### **The Asset's Physical Surroundings**

The South Shields Museum and Art Gallery is located along the main thoroughfare of Ocean Road to its north west with flanking properties to its west and east. To the south of the building is a collection of modern buildings. Further south is the Denmark Shopping Centre.

#### **Appreciation of the Asset**

The building is primarily and directly experienced from Ocean Road, allowing for an appreciation of the building's principal elevation. It is from this point that the architectural interest of the building can be appreciated, including its Italianate style and use of large segmental-headed windows constructed from sandstone. Due to its width, the building has a greater presence on the street than the neighbouring buildings which occupy narrow plots.

#### **The Asset's Associative Attributes**

The South Shields Museum and Art Gallery has an association with the gate piers and railings located to the north of the building. There are no other known associative attributes.



openings with a continuous cill, each divided by a central shaft splitting them into the two semi-circular headed windows with a small window above within the tympanum. To the main openings are rusticated jambs with large keystones abutting the eaves cornice.

Wall and railings of the museum and Art Gallery Fronting Road (grade II listed)



The wall and railings are contemporary with the Museum and Art Gallery dating from the mid-19<sup>th</sup> century (c.1858-60). The structure is constructed from a low brick wall with intermediate brick piers. The wall has stone coping and the piers also have stone caps. Set between the piers a series of decorative cast iron panels / railings.

The structures are of historic interest as forming part of the original building constructed the Mechanics Institute in the mid-19<sup>th</sup> century.

#### **The Asset's Physical Surroundings**

The Gate Piers and Railings are located along the thoroughfare of Ocean Road to its north west with flanking properties to its west and east. To the south of the structure is the South Shields Museum and Art Gallery.

#### **Appreciation of the Asset**

The structure is wholly experienced from Ocean Road, allowing for an appreciation of the structures detailing and their role and function with the Museum and Art Gallery.

#### **The Asset's Associative Attributes**

The Gate Piers and Railings have an association with the South Shields Museum and Art Gallery located to the south of the building. There are no other known associative attributes.

The former Marine School (grade II listed)



The former Marine School dates to the mid to late 19<sup>th</sup> century (c.1867-69) and was designed in the Elizabethan style by the architect and borough surveyor T.H. Clemence. The building was later extended to its rear by the architects T.A. Page & Son in 1909. The building is constructed from red brick with stone dressings under a flat roof. The building is two storeys in a three bay square plan, with most of the bays breaking forward with tall transom and mullioned windows. Each of the corners of the building is marked by rusticated quoins with the central entrance consisting of a grand stone doorcase with paired rusticated Tuscan columns and entablature. The building is crowned by entablature and balustrade, breaking forward in-part with decorative cresting above. The bay at the south east corner is carried up one storey above the roof level to form a square tower crowned by entablature, balustrading and decorative urns. The tower originally carried an observatory and dome which were removed in 1979.

The building is of historic interest as originally being constructed for the Marine School within South Shields during the mid to late 19<sup>th</sup> century.

#### **The Asset's Physical Surroundings**

The former Marine School is located along the thoroughfare of Ocean Road to its south, flanked by pathways leading to Stanhope Drive and Coston Drive further north. To the immediate north is an area of hardstanding utilised as a car park. Further west and east are retail buildings.

#### **Appreciation of the Asset**

The former Marine School is primarily and directly experienced from ocean Road, allowing for an appreciation and understanding of its architectural interest. The buildings Elizabethan style with projecting windows and parapets of sandstone are appreciated from this point. Also along this road, views of the building from the south west and south east allow for an appreciation of the principal and side elevations. Whilst the building is considerably taller than those it surrounds, it has no greater presence due to its set back position from Ocean Road.

#### **The Asset's Associative Attributes**

The building has no known associative attributes.



Stags Head  
Public House  
(grade II listed)



The Stags Head is a public house constructed in the late 19<sup>th</sup> century (c.1897), the architect of which is unknown. The building is rectangular in its plan form. The building is two storeys with cellar and is constructed from brick with stone dressings under a slate roof. The main façade of the building is three bays, with canted bays to the ground floor and one large canted bay to the first floor. The ground floor includes decorative mullions, cornicing and Art-Nouveau style etched glass incorporating the name of the pub. To the roof is a golden stag head protruding from the gable, surrounded by black painted decorative stone. The building was altered and extended in 1984. The building is noted for its interior, retaining elaborate decorative detailing including bar backs and counters, fireplaces and etched glass.

The building is of historic interest as a public house constructed in the late 19<sup>th</sup> century. The building is also of interest for its original interior, allowing for an ongoing appreciation of the original layout and design of the building.

#### **The Asset's Physical Surroundings**

The Stags Head Public House is located the thoroughfare of Fowler Street to its west with flanking properties to its north and south. To the east of the building is a collection of modern buildings.

#### **Appreciation of the Asset**

The building is primarily and directly experienced from the west side of Fowler Street, and it is from this point that the principal elevation of the building can be appreciated, including the projecting bay to the first floor and decorative gold stag head protruding from the gabled roof. The building is experienced from the junction of Fowler Street and Burrow Street to its south west. Its context, forming part of a terrace, is also appreciated from this point. The gable of the building allows for an increased presence within the streetscape when compared to its neighbours. The building is also visible in distant views along Fowler Street at its junction with Keppel Street to the north. Due to its orientation and position as part of a terrace, there are limited other points from which the building is appreciated.

#### **The Asset's Associative Attributes**

The building has no known associative attributes.

Victoria Hall  
(grade II listed)



Victoria Hall is a former public hall, offices and shop building complex constructed in the late 19<sup>th</sup> century (c.1896). The building is designed in the Renaissance Revival architectural style and is constructed from red brick with ashlar stone dressings under a slate roof. The building is two storeys topped with a dome and decorative gable with finials to Fowler Street. To the ground floor is a segmental pediment above a central doorway flanked by timber shop fronts (the right one is original and retains its ionic pilasters and dentilated entablature). The building is embellished through the use of moulded ashlar stone surrounds to a series of semi-circular and round headed windows.

The building is also noted for its interior, including a public hall to the first floor with ornate plasterwork to the walls and ceiling.

The building is of historic interest as a former public hall constructed in the late 19<sup>th</sup> century.

#### **The Asset's Physical Surroundings**

Victoria Hall is located on a prominent corner along Fowler Street and a private access road to the rear of the properties along Beach Road, to the west and south respectively. To the north of the building are neighbouring buildings along Fowler Street. To the east is a private access road for properties along Fowler Street, including Victoria Hall.

#### **Appreciation of the Asset**

Victoria Hall is principally experienced from Fowler Street, adjacent to its junction with the private access road to the rear of the properties along Beach Road. It is from this point that the principal and side elevations of the building can be appreciated, together with its architectural interest. Due to the width and height of the projecting tower of the building, it is visible in views from Westoe Road and Crossgate. There are also distant views of the building from Anderson Street to its east.

#### **The Asset's Associative Attributes**

The building has no known associative attributes.



No 1 Beach Road  
(grade II listed)



No.1 Beach Road forms part of a terrace of houses dating from the early 19<sup>th</sup> century (c.1816-1827) and is constructed from red brick under a slate roof. The building is two storeys above a semi-basement and consists of three bays. The central bay consists of a central door framed by a timber Doric doorcase with open pediment and fanlight, approached by a flight of steps. Flanking this are timber sliding sash windows with a dormer window to the roof. The roofline is punctuated by two chimneystacks with associated pots.

The building is of historic interest as an early 19<sup>th</sup> century house constructed within the town centre of South Shields. The building is also of interest as it forms part of a planned terrace (Ogle Terrace) on land belonging to Rev. J.S. Ogle.

#### **The Asset's Physical Surroundings**

No.1 Beach Road is situated along Beach Road to its south and is separated from the road by a large green verge and mature trees. To the west of the building is Fowler Street. To the north is the private access lane to the rear of the building and the others along Beach Road. To the east are neighbouring properties along Beach Road.

#### **Appreciation of the Asset**

The building is primarily and directly experienced from Beach Road, allowing for an appreciation of the principal elevation and architectural features of the building. Due to the mature trees, there are limited views of the building from the north east of Beach Road. Due to its corner position, the building is also viewed and appreciated from Westoe Road and Crossgate.

#### **The Asset's Associative Attributes**

The building has an association with the other buildings which form part of the terrace along Beach Road. There are no other known associative attributes.

No 3 & 3a Beach  
Road (grade II  
listed)



No 3 and 3a Beach Road forms part of a terrace of houses dating from the early 19<sup>th</sup> century (c.1816-1827) and is constructed from red brick under a slate roof. The building has been re-faced in pebble-dash. The building is two storeys above a semi-basement and consists of two bays. The left hand bay consists of a central door framed by a timber Doric doorcase with open pediment and fanlight, approached by a flight of steps. To the right bay is a wood bow window to ground floor and basement with timber sliding sash windows with a dormer window above. The roofline is punctuated by two chimneystacks with associated pots.

The building is of historic interest as an early 19<sup>th</sup> century house constructed within the town centre of South Shields. The building is also of interest as it forms part of a planned terrace (Ogle Terrace) on land belonging to Rev. J.S. Ogle.

#### **The Asset's Physical Surroundings**

No.3 & 3a Beach Road is situated along Beach Road to its south and is separated from the road by a large green verge and mature trees. To the north is the private access lane to the rear of the building and the others along Beach Road. To the west and east of the building are the neighbouring properties along Beach Road.

#### **Appreciation of the Asset**

The building is primarily and directly experienced from Beach Road, allowing for an appreciation of the principal elevation and architectural features of the building. Due to the mature trees, there are limited views of the building from the north east of Beach Road.

#### **The Asset's Associative Attributes**

The building has an association with the other buildings which form part of the terrace along Beach Road. There are no other known associative attributes.

No 5 Beach Road  
(grade II listed)



No 5 Beach Road forms part of a terrace of houses dating from the early 19<sup>th</sup> century (c.1816-1827) and is constructed from red brick under a slate roof. The building is two storeys above a semi-basement and consists of two bays. The left hand bay consists of a central door framed by a timber Doric doorcase with open pediment and fanlight, approached by a flight of steps. To the right bay is a late 19<sup>th</sup> century bay window to ground floor and basement with later timber sliding sash windows and a dormer

The building is of historic interest as an early 19<sup>th</sup> century house constructed within the town centre of South Shields. The building is also of interest as it forms part of a planned terrace (Ogle Terrace) on land belonging to Rev. J.S. Ogle.

#### **The Asset's Physical Surroundings**

No.5 Beach Road is situated along Beach Road to its south and is separated from the road by a large green verge and mature trees. To the north is the private access lane to the rear of the building and the others along Beach Road. To the west and east of the building are the neighbouring properties along Beach Road.

#### **Appreciation of the Asset**

The building is primarily and directly experienced from Beach Road, allowing for an appreciation of the principal elevation and architectural features of the building. Due to the mature trees, there are limited views of the building from the north east of Beach Road.

#### **The Asset's Associative Attributes**

The building has an association with the other buildings which form part of the



No 11 Beach Road (grade II listed)



window above. The roofline is punctuated by two chimneystacks with associated pots.

No 11 Beach Road forms part of a terrace of houses dating from the early 19<sup>th</sup> century (c.1816-1827) and is constructed from red brick under a slate roof. The building is two storeys above a semi-basement and consists of two bays. The left hand bay consists of a central door framed by a timber Doric doorcase with open pediment and fanlight, approached by a flight of steps. To the right bay is a late 19<sup>th</sup> century bay window to ground floor and basement with later timber casement windows and a dormer window above. The roofline is punctuated by two chimneystacks with associated pots.

The building is of historic interest as an early 19<sup>th</sup> century house constructed within the town centre of South Shields. The building is also of interest as it forms part of a planned terrace (Ogle Terrace) on land belonging to Rev. J.S. Ogle.

terrace along Beach Road. There are no other known associative attributes.

#### **The Asset's Physical Surroundings**

No.11 Beach Road is situated along Beach Road to its south and is separated from the road by a large green verge and mature trees. To the north is the private access lane to the rear of the building and the others along Beach Road. To the west and east of the building are the neighbouring properties along Beach Road.

#### **Appreciation of the Asset**

The building is primarily and directly experienced from Beach Road, allowing for an appreciation of the principal elevation and architectural features of the building. Due to the mature trees, there are limited views of the building from the north east of Beach Road.

#### **The Asset's Associative Attributes**

The building has an association with the other buildings which form part of the terrace along Beach Road. There are no other known associative attributes.

17 Beach Road (grade II listed)



No 17 Beach Road forms part of a terrace of houses dating from the early 19<sup>th</sup> century (c.1816-1827) and is constructed from red brick under a slate roof. The building is two storeys above a semi-basement and consists of two bays. The left hand bay consists of a central door framed by a timber Doric doorcase with open pediment and fanlight, approached by a flight of steps. To the right bay is a late 19<sup>th</sup> century bay window to all floors with timber sliding sash windows and a dormer window above. The roofline is punctuated by two chimneystacks with associated pots.

The building is of historic interest as an early 19<sup>th</sup> century house constructed within the town centre of South Shields. The building is also of interest as it forms part of a planned terrace (Ogle Terrace) on land belonging to Rev. J.S. Ogle.

#### **The Asset's Physical Surroundings**

No. 17 Beach Road is situated along Beach Road to its south and is separated from the road by a large green verge and mature trees. To the north is the private access lane to the rear of the building and the others along Beach Road. To the west and east of the building are the neighbouring properties along Beach Road.

#### **Appreciation of the Asset**

The building is primarily and directly experienced from Beach Road, allowing for an appreciation of the principal elevation and architectural features of the building. Due to the mature trees, there are limited views of the building from the north east of Beach Road.

#### **The Asset's Associative Attributes**

The building has an association with the other buildings which form part of the terrace along Beach Road. There are no other known associative attributes.

No 21 & 21a Beach Road (grade II listed)



No 21 and 21a Beach Road forms part of a terrace of houses dating from the early 19<sup>th</sup> century (c.1816-1827) and is constructed from red brick under a slate roof. The building is two storeys above a semi-basement and consists of two bays. The left hand bay consists of a central door framed by a timber Doric doorcase with open pediment and fanlight, approached by a flight of steps. To the right bay are later timber casement windows and a dormer window above. The roofline is punctuated by two

The building is of historic interest as an early 19<sup>th</sup> century house constructed within the town centre of South Shields. The building is also of interest as it forms part of a planned terrace (Ogle Terrace) on land belonging to Rev. J.S. Ogle.

#### **The Asset's Physical Surroundings**

No.21 & 21a Beach Road is situated along Beach Road to its south and is separated from the road by a large green verge and mature trees. To the north is the private access lane to the rear of the building and the others along Beach Road. To the west and east of the building are the neighbouring properties along Beach Road.

#### **Appreciation of the Asset**

The building is primarily and directly experienced from Beach Road, allowing for an appreciation of the principal elevation and architectural features of the building. Due to the mature trees, there are limited views of the building from the north east of Beach Road.

#### **The Asset's Associative Attributes**



chimneystacks with associated pots.

The building has an association with the other buildings which form part of the terrace along Beach Road. There are no other known associative attributes.

23 Beach Road  
(grade II listed)



No 23 Beach Road forms part of a terrace of houses dating from the early 19<sup>th</sup> century (c.1816-1827) and is constructed from red brick under a slate roof. The building has been re-faced in render. The building is two storeys above a semi-basement and consists of five bays. The building is symmetrically executed. The central bay consists of a central door framed by a stone Doric doorcase with straight entablature, approached by a flight of steps. Flanking this are timber sliding sash windows with dormer windows to the roof. The roofline is punctuated by two chimneystacks with associated pots.

The building is of historic interest as an early 19<sup>th</sup> century house constructed within the town centre of South Shields. The building is also of interest as it forms part of a planned terrace (Ogle Terrace) on land belonging to Rev. J.S. Ogle.

#### The Asset's Physical Surroundings

No.23 Beach Road is situated along Beach Road to its south and is separated from the road by a large green verge and mature trees. To the north is the private access lane to the rear of the building and the others along Beach Road. To the west and east of the building are the neighbouring properties along Beach Road.

#### Appreciation of the Asset

The building is primarily and directly experienced from Beach Road, allowing for an appreciation of the principal elevation and architectural features of the building. Due to the mature trees, there are limited views of the building from the north east of Beach Road.

#### The Asset's Associative Attributes

The building has an association with the other buildings which form part of the terrace along Beach Road. There are no other known associative attributes.

No's 29, 31 and  
33 Beach Road  
(grade II listed)



No's 29, 31 and 33 Beach Road are a terrace of three houses dating from the early to mid-19<sup>th</sup> century. The buildings vary slightly but are principally constructed from red brick, with stone dressings and eaves cornice under a hipped roof of slate. No.29 is symmetrically executed with a central entrance with tripartite stone doorcase and large two storey brick pilasters with stone bases and caps. This is flanked either side by two further timber sliding sash windows. Both No's 31 and 33 are designed similar. No.29 also includes a semi-basement of sandstone ashlar and is accessed by a flight of steps.

The buildings are of historic interest as a terrace of houses constructed in the mid-19<sup>th</sup> century.

#### The Asset's Physical Surroundings

No's 29, 31, and 33 Beach Road are situated along Beach Road to its south and is separated from the road by a large green verge and mature trees. To the north is the private access lane to the rear of the building and the others along Beach Road. To the west of the terraces is Anderson Street. To the north is the private access lane to the rear of the building and the others along Beach Road. To the east are neighbouring properties along Beach Road.

#### Appreciation of the Asset

The buildings are primarily and directly experienced from Beach Road, allowing for an appreciation of the principal elevation and architectural features of the building. Due to the mature trees, there are limited views of the building from the north east of Beach Road. Due to its corner position, the building is also viewed and appreciated from Anderson Street and Broughton Road.

#### The Asset's Associative Attributes

The building has an association with the other buildings which form part of the terrace along Beach Road. There are no other known associative attributes.

No's 37-57 Beach  
Road (grade II  
listed)



No's 37-57 Beach Road consist of a terrace of eleven houses dating from the mid-19<sup>th</sup> century. The buildings are constructed from red brick stone dressings and eaves cornice under a hipped roof of slate. The buildings are three storeys and each of three bays with an entrance to the left bay, consisting of a stone Tuscan doorcase with straight entablature. The uniformity of the terrace is broken up at No's 47, 43 and 57 by two

The buildings are of historic interest as a terrace of houses constructed in the mid-19<sup>th</sup> century.

#### The Asset's Physical Surroundings

No's 37-57 Beach Road are situated along Beach Road to its south and is separated from the road by private gardens with mature trees. To the north is the private access lane to the rear of the building and the others along Beach Road. To the west of the building is an early 20 century residential building. To the north is the private access lane to the rear of the building and the others along Beach Road. To the east are neighbouring properties along Beach Road.

#### Appreciation of the Asset

The buildings are primarily and directly experienced from Beach Road, allowing for an appreciation of the principal elevation and architectural features of the building.



Municipal Buildings (grade II listed)



storey bay windows. No.53 has been altered through the addition of stone cladding. The buildings comprise of a mixture of both original and replacement timber sliding sash windows.

The Municipal Buildings date to the early 20<sup>th</sup> century (c.1905-10) designed in the Edwardian Baroque architectural style by the architect Ernest E Fatch. The building occupies a large plot in an elevation position across South Shields, consisting of two storeys above a high semi-basement with thirteen bays to Westoe Road. Each end bay is broken forward as a pavilion, framed by coupled pilasters and a crowning pediment. The three central bays break forward with an attic storey and form a grand centrepiece to the buildings. The entrance consists of a semi-circular headed window, framed by coupled columns and a broken pediment. Sitting above the pediment are a series of reclining figures supporting a trophy on the apex. To the ground floor, the windows are large and consist of semi-circular heads above a heavily rusticated base which rises half way up the line of the windows. From this base rises a series of coupled pilasters. The building is symmetrically executed with the exception of the ground tower rising above the north pavilion. The tower consists of a tall, plain structure with clock faces which is crowned by an octagonal turret with columns supporting an array of large figures. The tower is also adorned with a gold weathervane of a lifeboat. The building also has good elevations, both restrained and elaborate to Broughton Road and Beach Road respectively.

The building is of historic interest as an impressive Municipal Building dating from the early 20<sup>th</sup> century. A design competition for the buildings was held in 1901 and won by the architect Fatch. A second, limited competition held in 1902 for a more costly building was again won by Fatch.

Due to the mature trees, there are limited views of the building from along Beach Road.

#### **The Asset's Associative Attributes**

The building has an association with the other buildings which form part of the terrace along Beach Road. There are no other known associative attributes.

#### **The Asset's Physical Surroundings**

The Municipal Buildings occupy a prominent position within South Shields, with a large pedestrianised area with sculpturing and balustrading to its west. Further west is Westoe Road and the road junctions of St Hilda Street and Crossgate. To the north of the building is Beach Road with mid to late 19<sup>th</sup> century terraces further north. To the east of the building are various modern extensions to the building and a large area utilised as a surface car park. Further east is Broughton Road. To the south of the building are Broughton Road and an area of public realm and landscaping. Further south are residential properties along Broughton Road, Romilly Street and Bolingbroke Street.

#### **Appreciation of the Asset**

The Municipal Buildings are directly and primarily experienced from the junction of Crossgate and Westoe Road, allowing a clear and uninterrupted view of the principal elevation of the building. It is from this point that the symmetry of the building and its architectural detailing can be appreciated, together with its projecting tower. The side (north) elevation of the building is principally experienced from the junction of Fowler Street and Beach Road, allowing for an appreciation of this more subservient elevation. It is also at this point that the tower of the building is directly experienced, allowing for an understanding of its scale and height together with its elaborate detailing. There are glimpsed views of the side (south) elevation of the building from Romilly Street and Bolingbroke Street which allow for an appreciation of the building presence within the surrounding streetscape. The principal entrance of the Municipal Buildings is visible in views eastwards, forming a termination of the vista along Crossgate. Due to its height and the topography of the land, the tower of the Municipal Buildings is visible from much of the surrounding area of South Shields, particularly to its north, west and south.

#### **The Asset's Associative Attributes**

The Municipal Buildings has an association with the gate piers and railings located around the building. There are no other known associative attributes.



Railings and Piers to the Municipal Buildings (grade II listed)



The railings and piers are contemporary with the Municipal Buildings, dating from the early 20<sup>th</sup> century (c.1910) and are constructed from sandstone ashlar. The piers are simply designed with a heavy projecting cornice. The railings are constructed from cast iron and are highly decorated. Much of the original railings appear to have been removed / lost.

The structures are of historic interest as gate piers and railings constructed in the early 20<sup>th</sup> century as part of the construction of the Municipal Buildings.

#### **The Asset's Physical Surroundings**

The Gate Piers and Railings are located to the north, west and south of the Municipal Buildings. These are located on Beach Road, Westoe Road and Broughton Road respectively.

#### **Appreciation of the Asset**

The structures are principally experienced from the roads on which they are situated. The railings and gate piers are primarily appreciated in views along Beach Road, allowing for an understanding of their quality and function associated with the Municipal Banks..

#### **The Asset's Associative Attributes**

The Gate Piers and Railings have an association with the Municipal Buildings for which they were constructed. There are no other known associative attributes.

The Britannia Public House (grade II listed)



The Britannia Public House dates to the late 19<sup>th</sup> century (c.1898) and was designed by the architect J.W. Donald. The building is constructed from red brick with stone dressings under a gabled roof of slate. The building is three storeys and consists of three bays with the central one including a stone bay with transom and mullioned windows, with a frosted glass 'globe' above with wrought iron scrolled bracket above. This leads to a projecting chimneystack with a traced pediment design. This leads to a projecting chimneystack with a traced pediment design. Flanking this bay are further stone bay windows, over two storeys rising to a set of elaborate gables. The south return includes a stone frontage to the ground floor with stone bay above leading to a tall and elaborate gable with richly decorated stone detailing. To the front of the building are original wrought iron railings.

The building is of historic interest as a public house dating from the late 19<sup>th</sup> century.

#### **The Asset's Physical Surroundings**

The Britannia Public House is located on a prominent corner along Westoe Road and Claypath Lane to its west and south respectively. To the north of the building are neighbouring buildings along Westoe Road. To the east is an area of hardstanding utilised as a surface car park.

#### **Appreciation of the Asset**

The Britannia Public House is primarily experienced from the junction with Claypath Lane and Westoe Road, allowing for an appreciation of the architectural interest of the building. It is from this point that the projecting gables and chimney of the building can be fully appreciated. The glass 'globe' to the principal elevation of the building is principally appreciated in views from the pedestrianised area to the north. Due to the open nature of the public realm in front of the Municipal Buildings, the Britannia Public House is visible from Beach Road and Fowler Street. There are views of the rear of the building from Claypath Lane.

#### **The Asset's Associative Attributes**

The building has no known associative attributes.



No's 1-22  
Mariners'  
Cottage, north  
side (grade II  
listed)



No's 1-22 Mariner's Cottages consist of a range of single storey cottages set out around three sides of a garden courtyard (forming a square with No's 23-39, divided by Broughton Road). The buildings date to the mid-19<sup>th</sup> century (c.1843-47) and are designed in an interpretation of the Tudor Revival style. The buildings are constructed from red brick with stone dressings to the doors and windows, under a roof of slate with uniform eaves and roofline. Each cottage has three bays, the centre of which is the entrance with tudor-arched heads. This is flanked by chamfered stone surrounds and hood-moulds to the windows. The central cottage of the range breaks forward and has wider windows and a stone parapet. Above the door is a gable door with a square panel inscribed 1839.

The buildings are of historic interest as a range of Mariners Cottages constructed by the Mariners Asylum and Annuity Society (founded in 1839) in the mid-19<sup>th</sup> century.

#### **The Asset's Physical Surroundings**

The Mariners Cottages are located within an informal square (created by No's 23-39), divided by Broughton Road to their south. To the immediate south are a series of garden courtyards. To the west and north of the buildings is the private access road to the rear of the Mariners Cottages, Beach Road and Belgrave Terrace. To the east is Salisbury Place.

#### **Appreciation of the Asset**

The cottages are principally experienced from along Broughton Road, overlooking the courtyard gardens, allowing for an appreciation of their architectural interest. The cottages are also experienced more intimately from the private entrances, which provide access to all of the buildings. It is from this point that the detailing of the buildings can be fully appreciated including the use of tudor-arched heads and hood-moulds. The rears of the buildings are visible from Salisbury Place and the junction of Belgrave Terrace and Broughton Road.

#### **The Asset's Associative Attributes**

The Mariners Cottages have an association with the nearby gate piers and railings. The buildings also hold an association with the later Mariners Cottages constructed in the mid to late 19<sup>th</sup> century to the south of these buildings.

No's 23-39  
Mariners'  
Cottage, south  
side (grade II  
listed)



No's 23-39 Mariners Cottages consist of a range of single storey cottages set out around three sides of a garden courtyard (forming a square with No's 1-22, divided by Broughton Road). The buildings date to the mid to late 19<sup>th</sup> century (1859-62) and are designed in an interpretation of the Tudor Revival style by the architects Oliver and Lamb. The buildings are constructed from red brick with stone dressings to the doors and windows, under a roof of slate with uniform eaves and roofline. Each cottage has a single gabled dormer window. Each cottage has three bays, the centre of which is the entrance with arched heads. This is flanked by chamfered stone surrounds to the windows. The central cottage of the range breaks forward and has a gabled porch.

The buildings are of historic interest as a range of Mariners Cottages constructed by the Mariners Asylum and Annuity Society (founded in 1839) in the mid to late 19<sup>th</sup> century.

#### **The Asset's Physical Surroundings**

The Mariners Cottages are located within an informal square (created by No's 1-22), divided by Broughton Road to their north. To the immediate north are a series of garden courtyards. To the west and north of the buildings is the private access road to the rear of the Mariners Cottages, Bright Street and Marine Approach. To the east is Salisbury Place.

#### **Appreciation of the Asset**

The cottages are principally experienced from along Broughton Road, overlooking the courtyard gardens, allowing for an appreciation of their architectural interest. The cottages are also experienced more intimately from the private entrances, which provide access to all of the buildings. It is from this point that the detailing of the buildings can be fully appreciated including the use of chamfered stone surrounds and arched heads. The rears of the buildings are visible from Salisbury Place and Bright Street.

#### **The Asset's Associative Attributes**

The Mariners Cottages have an association with the nearby gate piers and railings. The buildings also hold an association with the earlier Mariners Cottages constructed in the mid-19<sup>th</sup> century to the north of these buildings.



Boundary Wall to No's 1 to 21, fronting road (grade II listed)



The boundary wall to No's 1 to 21 Mariners Cottages is contemporary with the cottages, dating from the mid-19<sup>th</sup> century (c.1850). The wall is constructed from sandstone ashlar with square stone piers with pyramidal caps spaced at regular intervals. In-between these are the original and replacement cast iron railings.

The structure is of historic interest as part of the range of Mariners Cottages constructed by the Mariners Asylum and Annuity Society in the mid-19<sup>th</sup> century.

#### **The Asset's Physical Surroundings**

The boundary wall is located along Broughton Road to the south, west and east. Further south are the adjacent boundary walls. To the north of the structure is the private courtyard gardens associated with the Mariners Cottages.

#### **Appreciation of the Asset**

The boundary wall is principally appreciated from Broughton Road, allowing for an appreciation of the role and function of the structures within the context of the Mariners Cottages. The architectural interest of the walls is also visible from this point. The walls are also visible in views from the private courtyards to the north.

#### **The Asset's Associative Attributes**

The Boundary Wall holds an association with the nearby Mariners Cottages. The structures also hold an association with the later Mariners Cottages constructed in the mid to late 19<sup>th</sup> century to the south of these buildings.

Boundary Wall to No's 23 to 39 (grade II listed)



The boundary wall to No's 23 to 39 Mariners Cottages is contemporary with the cottages, dating from the mid-19<sup>th</sup> century (c.1860). The wall is constructed from coursed sandstone with square stone piers with pyramidal caps spaced at regular intervals. In-between these are the original and replacement cast iron railings.

The structure is of historic interest as part of the range of Mariners Cottages constructed by the Mariners Asylum and Annuity Society in the mid to late 19<sup>th</sup> century.

#### **The Asset's Physical Surroundings**

The boundary wall is located along Broughton Road to the north, west and east. Further north are the adjacent boundary walls. To the south of the structure is the private courtyard gardens associated with the Mariners Cottages.

#### **Appreciation of the Asset**



The boundary wall is principally appreciated from Broughton Road, allowing for an appreciation of the role and function of the structures within the context of the Mariners Cottages. The architectural interest of the walls is also visible from this point. The walls are also visible in views from the private courtyards to the south.

#### **The Asset's Associative Attributes**

The Boundary Wall holds an association with the nearby Mariners Cottages. The structures also hold an association with the earlier Mariners Cottages constructed in the mid-19<sup>th</sup> century to the north of these buildings.



**Table 4.2: Conservation Areas within the Study Area**

Conservation Areas	Architectural Interest	Historic Interest	Contribution made by Setting to Significance
<p>Mill Dam Conservation Area</p> 	<p>The Mill Dam Conservation Area was designated in 1981 and consists of a collection of buildings, evocative of the area's former commercial and maritime role. The architectural interest of the conservation area is attributed to the quality of the buildings in the area (Former Mercantile Marine Offices and River Police Offices) and the remaining buildings (also of quality) which retain elements of the traditional urban form of the area. Whilst the area has been fragmented and disconnected from the town centre of South Shields over the late 20<sup>th</sup> century, its historic street pattern and tight urban grain remain legible.</p>	<p>The conservation area is of historic interest as it represents the former commercial core of South Shields. The area comprised of various uses associated with the town's port status, including glassworks, warehouses, offices and residential. Whilst the area has undergone significant change in the mid to late 20<sup>th</sup> century, the buildings which remain within the conservation area illustrate the importance of the area in the growth and development of South Shields.</p>	<p><b>The Asset's Physical Surroundings</b></p> <p>The Mill Dam Conservation Area is situated along the waterfront of South Shields, to the south west of the town centre. To the north is the road of Harton Quay and the large modern office development (One Harton Quay). Also to the north is the Harton Staithes which lines the river frontage. The east of the conservation area consists of Commercial Road and the supporting wall of the former goods railway station. The east also consists of a series of modern industrial units accessed from Seretan Way. The south of the conservation area consists of modern residential development along Riverside Court, car parking and a former dock (now derelict). To the west is the River Tyne.</p> <p><b>Appreciation of the Asset</b></p> <p>Due to the fragmented and open nature of the conservation area, it is particularly visible from various points to the north. Harton Quay provides for an appreciation of the buildings and structures within the conservation area, particularly the chimney to the former glassworks which is more prominent due to the lack of built development along Harton Quay. Staithes House is also visible in views from Harton Quay. The curve in the land allows for the Former Mercantile Marine Offices (Custom House) to be visible in distant views along the waterfront to the north. Views of the conservation area are obtained from the junction of Mill Dam and Commercial Road, allowing for an appreciation of the former tight urban grain along Mill Dam. This view also allows for an appreciation of the varying architectural styles along the street. The remaining parts of the conservation area to the south and east are largely due to the tight urban grain.</p> <p><b>The Asset's Associative Attributes</b></p> <p>There are no known associative attributes.</p>
<p>Mariners Cottages Conservation Area</p> 	<p>The Mariners Cottages Conservation Area was designated in June 1981 and consists of a small group of 19<sup>th</sup> century almshouses (also separately grade II listed). The architectural interest of the conservation area is attributed to these buildings which are comprised of two semi-formal three-sided terraces of brick cottages, which face each other across enclosed green courtyards. These are part communal and part private gardens with their boundary walls of railings, pillars and gates.</p>	<p>The conservation area is of historic interest as it illustrates the development of accommodation for the seafaring community in South Shields. The area is also of interest as it was constructed by the Mariners Asylum and Annuity Society, which was established with the objective of providing asylum and annuity to aged members, widows and orphans.</p>	<p><b>The Asset's Physical Surroundings</b></p> <p>The Mariners Cottages Conservation Area is largely situated within a suburban context, to the east of South Shields Town Centre. To the north are the residential properties along Beach Road and the private access to their rear gardens. This is consisted with the south of the conservation area, consisting of residential properties along Marine Approach. The west of the conservation area consists of residential properties along Belgrave Terrace, together with the road junction with Broughton Road, Bright Street and Sydenham Terrace. To the east, the rear of the cottages and the conservation area boundary abuts Salisbury Place. Beyond this are further residential dwellings from the early to mid-20<sup>th</sup> century.</p> <p><b>Appreciation of the Asset</b></p> <p>The conservation area is relatively enclosed due to the tight urban grain to this part of South Shields. There are direct views through the conservation</p>



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area from both junction of Broughton Road and Salisbury Place to the east and its junction with Sydenham Terrace to the west. These views allow for the communal / private gardens and their boundary walls to be appreciated. Bright Street to the south west allows for glimpsed views of the roofscape of the cottages within the conservation area. As the conservation area directly abuts Salisbury Place, the rears of the Mariners Cottages are experienced in views northwards and southwards.


**The Asset's Associative Attributes**

There are no known associative attributes.

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**Table 4.3: World Heritage Sites within the Study Area**

World Heritage Sites	Outstanding Universal Value	Setting / Buffer Zone
<p>Buffer Zone of the Frontiers of the Roman Empire (Hadrian's Wall) World Heritage Site</p> 	<p>The Frontiers of the Roman Empire World Heritage Site has Outstanding Universal Value (OUV) for the following qualities:</p> <ul style="list-style-type: none"> <li>• The scope and extent of the frontier reflects the unifying impact of the Roman Empire on the wider Mediterranean world, an impact that persisted long after the Empire had collapsed.</li> <li>• The frontiers are the largest single monument to the Roman civilization.</li> <li>• The frontiers illustrate and reflect the complex technological and organisational abilities of the Roman Empire which allowed them to plan, create and protect a frontier of some 5,000kms in length, garrison tens of thousands of men, and to manage the social, economic and military implications of this frontier.</li> <li>• The frontier demonstrates the variety and sophistication of the response to topography and political, military and social circumstances which include walls, embankments, rivers, and sea.</li> </ul> <p>As a whole the Frontiers of the Roman Empire satisfy criteria ii, iii and iv as follows:</p> <p><b>Criterion ii:</b> The <i>limes</i> as a whole reflects the development of Roman military architecture and the impact of the frontier on the growth of transport routes, urbanisation.</p> <p><b>Criterion iii:</b> The Roman frontier is the largest monument of the Roman Empire, one of the world's greatest pre-industrial empires. The physical remains of <i>limes</i>, forts, watchtowers, settlements and the hinterland dependent upon the frontier, reflect the complexities of Roman culture but also its unifying factors across Europe and the Mediterranean world. Unlike the Roman monuments already inscribed, the <i>limes</i> constructions are evidence from the edges of the Empires and reflect the adoption of Roman culture by its subject peoples. The frontier was not an impregnable barrier: rather it controlled and allowed the movement of peoples within the military units, amongst civilians and merchants, thus allowing Roman culture to be transmitted around the region and for it to absorb influences from outside its borders.</p> <p><b>Criterion iv:</b> The <i>limes</i> reflect the power and might of the Roman Empire and the spread of classical culture and Romanisation which shaped much of the subsequent development of Europe.</p>	<p><b>Setting</b></p> <p>Hadrian's Wall was skilfully sited to take full advantage of the natural terrain and allow maximum visibility to the north as well as along the frontier system itself. The landscape setting of the Site is predominantly rural and it is still possible along most of the length of the frontier to appreciate fully why it was sited as it was, and how it functioned. This is especially the case in the central section of the Site in the Northumberland National Park, but is also possible in some sections of its urban landscape.</p> <p><b>Buffer Zone</b></p> <p>UNESCO recommends that each World Heritage Site should have a 'Buffer Zone', defined around it to provide additional protection. In the rural parts of the Site, the Buffer Zone is mapped as a visual envelope, agreed by the Local Authorities and extending between 1 and 6km from the Site, depending on the topography. Its purpose is:</p> <ul style="list-style-type: none"> <li>• to signal the sensitivity of this area and its role in sustaining the importance of the WHS, particularly protecting it from development that would be detrimental to its visual setting; and</li> <li>• to define an area in which work can be particularly targeted to benefit the landscape setting of the WHS, where it impacts on the Site's OUV.</li> </ul> <p>In the urban areas, the Buffer Zone is a narrow band. It includes the remains of Hadrian's Wall that are not visible and sometimes not precisely located, and that have not therefore been given the statutory protection of scheduling. These remains are, nevertheless, of national and international significance and are protected through the planning system. They include not only the Wall itself, but also areas of archaeological potential associated with the values of the WHS. Examples are the Buffer Zones around the fort sites at South Shields, Wallsend and Benwell.</p>



**Table 4.4: Non-Designated Heritage Assets within the Study Area (formally identified by South Tyneside Council)**

Building	Architectural Interest	Historic Interest	Contribution made by Setting to Significance
<p>The Quadrant, Mill Dam</p> 	<p>The Quadrant consists of a terrace of four buildings from the late 19<sup>th</sup> century. The buildings are three storeys and each of four bays except for the southern building which is of two bays. The buildings are constructed from white faience panels under a slate roof with a decorated eaves and string cornice. The ground floor consists of a mix of original and modern timber shop fronts (some with original metal grilles). The buildings are a unified group through their consistent height, chimneystacks and materiality.</p>	<p>The building is of historic interest as a terrace of buildings constructed in the late 19<sup>th</sup> century for retail and office use.</p>	<p><b>The Asset's Physical Surroundings</b>  The Quadrant is located along Mill Dam to its west. To the north of the terrace of buildings is Holborn House with the Unity Hall to its south. To the east are the rear gardens associated with the Quadrant.</p> <p><b>Appreciation of the Asset</b>  The building is principally experienced from Mill Dam looking east, allowing for an appreciation of the buildings prominent position and curvature on the street. This view also allows for a complete view of the buildings principal elevation. The architectural interest of the building with its shopfronts and use of decorative eaves and string cornice are appreciated from various points across Mill Dam. The building is also visible in views northwards and southwards along Mill Dam. Due to the topography of the land, the building sits on an elevated position on Mill Dam and is visible in views from Brewery Lane, Harton Quay and the Custom House.</p> <p><b>The Asset's Associative Attributes</b>  The building has no known associative attributes.</p>
<p>Mill Dam Jetty, Mill Dam</p> 	<p>The Mill Dam Jetty consists of a large two-level deck which juts out into the River Tyne and is square in plan form. The jetty dates to the mid to late 19<sup>th</sup> century and is principally constructed from timber. Enclosing the jetty are various modern railings and bollards.</p>	<p>The structure is of historic interest as jetty dating to the mid to late 19<sup>th</sup> century.</p>	<p><b>The Asset's Physical Surroundings</b>  The Mill Dam Jetty is located along the pathways which line the River Tyne to the east. The jetty adjacent to the Harton Low Staithes to its north. To the west of the structure is the River Tyne and to the east are the Custom House and River Tyne Police Offices.</p> <p><b>Appreciation of the Asset</b>  The Harton Low Staithes are principally appreciated from the pathways which line the River Tyne to the east of the structure. These allow for clear and uninterrupted views of the structure and allow for an understanding of its role and function. The structure is also appreciated in views from North Shields and along the River Tyne itself.</p> <p><b>The Asset's Associative Attributes</b>  The structure has an association with the Harton Low Staithes in terms of their shared age, material and function. There are no other known associative attributes.</p>



Chimney, former Cookson Glassworks, Harton Staithes



The Chimney originally formed part of the former Cookson Glassworks (since demolished) and dates to the mid to the late 19<sup>th</sup> century (c.1865). The chimney is constructed from red brick with a fire brick lining and has a stone string course at the centre. There is a cement ashlar facing on its north face, up to the string course level. On the west and south faces are markings from former abutting buildings. Above this a date stone of '1865'. The structure is approximately 30ft in height and 10ft by 10ft in plan form. The height of the chimney has been reduced at some point in the mid to late 20<sup>th</sup> century.

The building is of historic interest as a chimney associated with a glassworks dating from the mid to late 19<sup>th</sup> century. The building is also of interest as the sole surviving structure from the Swineburne Glassworks which stood on the site in the 19<sup>th</sup> century.

#### The Asset's Physical Surroundings

The Chimney is located along Harton Quay to its west and north, with Brewery Lane to its south. To the east of the building is a large of open space with Mill Dam further east.

#### Appreciation of the Asset

The Chimney is principally experienced from the junction with Brewery Lane and Harton Quay, allowing for an understanding and appreciation of the buildings architectural interest. It is also from this point that the datestone of the building can be read and allows for an understanding of the buildings age. Due to the open nature of the surrounding area, the building is visible from various points around Mill Dam and Harton Quay. The building is also visible in the context of Mill Dam from the Mill Dam Jetty to the north of the Custom House.

#### The Asset's Associative Attributes

The building has no known associative attributes.

Merchant Navy Memorial, Mill Dam



The Merchant Navy Memorial was erected in 1990 and was designed by Graham Ibbetson and sculpted by Robert Olley. The statue is constructed from bronze, depicting a sailor at the wheel (on a sloping base to give the impression of a shops deck in choppy sea), situated on a plinth of sandstone. A commemorative plaque reads: *"UNRECOGNISED, YOU PUT US IN YOUR DEBT; UNTHANKED, YOU ENTER OR ESCAPE, THE GRAVE; WHETHER YOUR LAND REMEMBER OR FORGET YOU SAVED THE LAND, OR DIED TO TRY TO SAVE."*

The statue is of historic interest as it was erected in memory of the thousands of merchant seamen who sailed from South Shields and lost their lives in World War II.

#### The Asset's Physical Surroundings

The statue is located to the east of South Shields town centre, along the pedestrianised Ocean Road. To the north of the statue are the former Marine School (grade II listed) and the Morrison's Supermarket. To the west and east is Ocean Road. To the south are various properties along Ocean Road.

#### Appreciation of the Asset

The statue is principally experienced from Ocean Road, outside the former Marine School. It is from this point that the statue, plinth and plaques can be clearly read together and allow for an understanding of the story. Due to its location in the centre of the street, the statue is also visible in various views along Ocean Road.

#### The Asset's Associative Attributes

The structure has no known associative attributes.

Staithes House (including wall), Mill Dam



Staithes House dates to the mid to late 19<sup>th</sup> century and originally formed part of the Harton Colliery as the Staithes Masters House. The building is constructed from red brick (now painted to three sides) with sandstone dressings under a slate roof with intervening brick chimneys. It is two storeys with varying gabled windows to the roof, providing a degree of interest to the elevations. It is currently vacant and in a poor state of repair. The adjacent boundary wall, constructed from red brick, was reconfigured in the 1980s.

The building is of historic interest as a building constructed for the Harton Colliery in the 19<sup>th</sup> century. The building is also of interest as it was constructed to house the washing and locker facilities for the Harton Low Staithes engineer drivers and coal handlers.

#### The Asset's Physical Surroundings

Staithes House and the adjacent wall are located along Mill Dam to their south and east. To the north and west of the building and structure is an area of vacant land.

#### Appreciation of the Asset

The building is primarily experienced from along Mill Dam, allowing for the side (south east) elevation to be appreciated. The architectural interest of the building with its projecting dormer windows and oriel window are appreciated from various points across Mill Dam and Harton Quay. The building is also visible in views northwards and southwards along both Mill Dam and Harton Quay. Due to the topography of the land, the building sits on an elevated position on Mill Dam and is visible in views from Brewery Lane, Harton Quay and the Custom House.

#### The Asset's Associative Attributes

The building has no known associative attributes.



The Waterfront PH,  
9-11 (odds) Mill  
Dam



The Waterfront Public House dates to the late 19<sup>th</sup> century and is constructed from red brick with stone dressings under a gabled roof of slate. The building has a much larger scale than its flanking neighbours. To the ground floor is an original shopfront with clock, albeit altered. The building includes a moulded bay window to the second floor with further windows with moulded architraves. Above this is a heavy entablature with which rise above two Venetian windows with paired columns in the gable ends.

The building is of historic interest as a former retail and office building dating to the late 19<sup>th</sup> century.

#### **The Asset's Physical Surroundings**

The Waterfront Public House (now Frontiers Bar) is situated along Mill Dam to its north and west. Further north of the building is Staithes House. To the south and east of the building are the neighbouring buildings along Mill Dam.

#### **Appreciation of the Asset**

The building is principally experienced from Mill Dam looking south, allowing for an appreciation of the buildings prominent position on the street. This view also allows for a complete view of the buildings principal elevation. The architectural interest of the building with its venetian windows and decorative shopfront are appreciated from various points across Mill Dam. The building is also visible in views northwards and southwards along Mill Dam. Due to the topography of the land, the building sits on an elevated position on Mill Dam and is visible in views from Brewery Lane, Harton Quay and the Custom House.

#### **The Asset's Associative Attributes**

The building has no known associative attributes.

Dalton Lane  
Workshops, 2-6  
Dalton Lane, Mill  
Dam



Dalton Lane Workshops appears to date from the early 19<sup>th</sup> century and is constructed from red brick (painted white in-part) under a clay pantile roof. The building is two storeys In a roughly rectangular plan form. Each elevation consists of various functional openings (some blocked or rearranged), including a distinctive timber jetty delivery door. It is one of the last remaining examples of vernacular architecture in the area. This style of the building is accentuated through the formality and solidity of its neighbours.

The building is of historic interest as a manufacturing building dating from the early 19<sup>th</sup> century. The building is also of interest as one of the last workshops in the area, which originally defined the riverside. The building is also of interest as it may form part of the former subscription brewery site.

#### **The Asset's Physical Surroundings**

The Dalton Lane Workshops are located to the south of Daltons Lane with the River Tyne Police Offices located to the west. To the south and east of the building is a large area utilised as a car park associated with the nearby theatre, accessed off Brewery Lane.

#### **Appreciation of the Asset**

The Dalton Lane Workshops are primarily experienced from the car park to the south, allowing for clear and uninterrupted views of the buildings southern and eastern elevations. The architectural interest of the building with its vernacular design and use of red clay pan tile roof are appreciated from this point. The building is more intimately experienced westwards or eastwards along Dalton Lane.

#### **The Asset's Associative Attributes**

The building has no known associative attributes.



The Mission to Seafarers, Holborn House, 53 Mill Dam



The Mission Seafarers, also known as Holborn House, dates to the late 19<sup>th</sup> century and is constructed from red brick and sandstone ashlar under a mansard roof of slate. The building is three storeys and roughly rectangular in plan form, aligning diagonally with the private access road to the north. The building is roughly symmetrical in its principal elevation with channel jointed ashlar sandstone, red brick, deep eaves and cornice with projecting domed turrets of sandstone and copper. To the ground floor are also a set of large stained windows. The side elevation is of similar quality and includes a prominent double height arched entrance. The building has been extended at various points to its rear and side elevations.

The building is of historic interest as a former seafarers mission dating to the late 19<sup>th</sup> century. The building is also of interest as reflecting the status and prosperity of South Shields and its maritime history.

#### **The Asset's Physical Surroundings**

Holborn House is situated on the corner of Mill Dam and a private access lane. To the north and west of the building is Mill Dam and further north is the Steamboat Public House (formerly Mill Dam Public House). To the south of the building are the Quadrant and its associated rear garden. To the east is a modern extension to Holborn House, fronting onto Commercial Road.

#### **Appreciation of the Asset**

The building is principally experienced from Mill Dam looking to the north east, allowing for an appreciation of the buildings prominent position on the corner of two streets. This view also allows for a complete view of the buildings principal elevations. The architectural interest of the building with its projecting turrets of copper are appreciated from various points across Mill Dam. The building is also visible in views down Mill Dam to the south west. Due to the topography of the land, the building sits on an elevated position on Mill Dam and is visible in views from Brewery Lane, Harton Quay and the Custom House.

#### **The Asset's Associative Attributes**

The building has no known associative attributes

Unity Hall, 71 Mill Dam



Unity Hall is a former meeting hall dating from the 19<sup>th</sup> century. The building is designed in a loose interpretation of the Gothic Revival style. The building is constructed from red brick with sandstone dressings with moulding and quoining under a gabled and flat roof. The building sits within a small plot and has a strong vertical form with asymmetrical gable and bell tower, emphasised through a decorative tracery window to the first floor. The building was also extended in the 19<sup>th</sup> century, with a four storey extension with a vaulted doorway and flat roof. The building has since been converted into residential use.

The building is of historic interest as a former meeting hall from the 19<sup>th</sup> century.

#### **The Asset's Physical Surroundings**

Unity Hall is located on a small narrow plot with a private access road to its south. To the north are the neighbouring properties along Mill Dam. To the west is Mill Dam with a large car park associated with the nearby theatre further west. To the east of the building are further residential properties.

#### **Appreciation of the Asset**

The building is primarily experienced from the car park to the west, allowing for the principal elevation and the projecting gable and tower to be fully appreciated. The building is also visible and appreciated in distant views from the Mill Dam Jetty.

#### **The Asset's Associative Attributes**

The building has no known associative attributes.



Painted Mural,  
Commercial Road



The mural depicts the history of the town of South Shields and was designed by D. Williamson. The mural was hand-painted by a Youth Enterprise Project team in 1980. The mural is painted on a retaining wall of an old railway embankment that used to carry trains into Low Shields Station (since demolished)

The mural is of historic interest as displaying the social history of south shields during the late 20<sup>th</sup> century. The mural is also of interest as depicting the town of South Shields from the Roman Period up until the 1970s. The mural is also of interest as forming part of the retaining wall for a former railway embankment from the 19<sup>th</sup> century.

**The Asset's Physical Surroundings**

The Mural is located along a former railway embankment located to the east of Commercial Road, at its junction with Mill Dam. To the north of the mural is an area of landscaping and public realm and to the east is Station Road. To the south are a modern building and some mature landscaping and trees.

**Appreciation of the Asset**

The mural is wholly experienced from Commercial Road, particularly at its junction from Mill Dam, allowing for an appreciation of the story depicted, particularly when moving southwards or northwards along the road.

**The Asset's Associative Attributes**

The mural has no known associative attributes.

Ferry Landing



The ferry landing dates to the late 20<sup>th</sup> century (c.1999) and was constructed by Harbour & General. The structure consists of a 50m steel bridge leading to a 32 square metre reinforced concrete pontoon. The landing provides berths as well as an indoor waiting room and offices.

The structure is principally of historic interest through being the original point of crossing the River Tyne since the 14<sup>th</sup> century. This is the only ferry crossing service that remains along the River Tyne.

**The Asset's Physical Surroundings**

The ferry landing is located within and along the River Tyne to its north, west, south and east. Further to the east is an area of open space adjacent to Ferry Street.

**Appreciation of the Asset**

The Ferry Landing is principally appreciated from the pathways which line the River Tyne to the east of the structure. These allow for clear and uninterrupted views of the structure and allow for an understanding of its role and function. The structure is also appreciated in views from North Shields and along the River Tyne itself.

**The Asset's Associative Attributes**

The structure has no known associative attributes.

Harton Low  
Staithe



Harton Low Staithe consists of a large two-level deck which juts out into the River Tyne, following the river from the Customs House to the Ferry Terminal. The staithe date to the mid to late 19<sup>th</sup> century and are constructed from timber.

The structure is of historic interest as a two-level deck dating from the mid to late 19<sup>th</sup> century. The structure is also of interest as illustrating the importance of coal mining in the development of South Shields.

**The Asset's Physical Surroundings**

The Harton Low Staithe are located along the pathways which line the River Tyne to the east. The staithe are located in-between the Ferry Landing and the Mill Dam Jetty, to the north and south respectively. To the west of the structure is the River Tyne.

**Appreciation of the Asset**

The Harton Low Staithe are principally appreciated from the pathways which line the River Tyne to the east of the structure. These allow for clear and uninterrupted views of the structure and allow for an understanding of its role and function. The structure is also appreciated in views from North Shields and along the River Tyne itself.

**The Asset's Associative Attributes**

The structure has an association with the Mill Dam Jetty in terms of their shared age, material and function. There are no other known associative attributes.



No's 29-33 (odds)  
King Street



29-33 King Street dates to the late 19<sup>th</sup> century / early 20<sup>th</sup> century and is constructed from red brick with sandstone dressings under a gabled roof of slate. The roof of the building consists of two hipped elements, to King Street and Smithy Street (Figures 4.9 & 4.10). The building is linear in its plan form and is three storeys in height. The principal elevation of the building consists of a modern shopfront to the ground floor with a projecting two storey bay window to the first and second floors. Above this is a gable with limited stone detailing. Overall, the building is restrained in its architectural detailing and is broken up through the use of stone banding at interval levels. The original windows of the building have been replaced with modern UPVC. The rear elevation is plainer and consists of a more utilitarian and functional nature, largely constructed from red brick with some sandstone lintels. This elevation has also been altered and reconfigured at the ground floor to form a café in the mid to late 20<sup>th</sup> century.

The building is of historic interest as a retail building dating from the late 19<sup>th</sup> century.

#### **The Asset's Physical Surroundings**

No 29-33 is located along King Street to its north west with flanking properties to its west and east. To the south of the building are Smithy Street and Keppel Street.

#### **Appreciation of the Asset**

The building is primarily experienced from King Street, allowing for an appreciation of the buildings principal elevation. It is from this point that the restrained architectural detailing to the building can be clearly understood and appreciated. Due to the railway viaduct, the building is not visible in views along King Street from the east. The rear of the building is clearly visible from the junction of Smithy Street and Keppel Street to its south. The double hipped roof and arrangement of the linear building is clearly experienced from this point.

#### **The Asset's Associative Attributes**

The building has no known associative attributes.

Former Woolworth  
Building, King  
Street



The Former Woolworth Building dates to the mid-20<sup>th</sup> century and is simple in its design and execution. The building appears to be constructed from concrete under a flat roof and is three storeys in height. The building is symmetrical with a large range of windows to the centre (now concealed) and two further sets of windows either side. The building is a very simplified version of the Art Deco / International Moderne style. Some of the original signage associated with its use as Woolworths is still legible on the edges of the projecting canopy.

The building is of historic interest as a retail building constructed in the early 20<sup>th</sup> century. The building is of interest as being specifically constructed as a Woolworth's store. The site was destroyed by an air raid in October 1941 and was later redeveloped with the present building.

#### **The Asset's Physical Surroundings**

The Former Woolworth Building is located along King Street to its south east with flanking properties to its west and east. To the north of the building is a private access road, Union Alley.

#### **Appreciation of the Asset**

The building is wholly experienced from King Street, allowing for an appreciation of the buildings principal elevation. It is from this point that the architectural interest of the building can be appreciated, including the large series of windows (since blocked up). There are views of the rear of the building from Union Alley.

#### **The Asset's Associative Attributes**

The building has no known associative attributes.



Former Bridge Buffet, 30 King Street



No. 30 King Street dates to the late 19<sup>th</sup> century and was originally a public house known as the 'Bridge Public House'. The building is constructed from red brick with terracotta dressings in an interpretation of the Art Nouveau style. The building is three storeys in height and is rectangular in plan form, extending across the length of the adjacent railway to Queen Street. To the ground floor are modern shop fronts, with some remnants of the originals still in situ. To the upper floors are projecting bays with pilasters of terracotta and brick with projecting Dutch gables to the roof. The building was originally symmetrical when built but this has been altered by the removal of a bay window to the second floor.

The building is of historic interest as a former public house and hotel constructed in the late 19<sup>th</sup> century. The building is also of interest as it formed part of a coaching station for railway passengers who went through the hotel to get to the station platform.

#### **The Asset's Physical Surroundings**

No.30 King Street is located along King Street to its south east with flanking properties to its west and the railway viaduct to its east. To the north of the building is a private access road, Queen Street.

#### **Appreciation of the Asset**

The building is primarily experienced from King Street, allowing for an appreciation of the buildings principal elevation. It is from this point that the architectural interest of the building can be appreciated, including the art nouveau detailing, use of terracotta and projecting bay windows. The building is also experienced from the overground railway viaduct and platform for South Shields. This allows for an appreciation of the buildings side elevation and allows for an understanding of the former role of the building and the railway. There are views of the rear of the building from Queen Street.

#### **The Asset's Associative Attributes**

The building has no known associative attributes.

National Westminster Bank, 40 King Street



The National Westminster Bank dates to the late 19<sup>th</sup> century and is designed in the classical style. The building is constructed from Portland Stone and is three storeys in a roughly square plan form. To the ground floor are channel jointed stone with paired Tuscan columns with segmental headed windows. Above, to the first floor, are a series of segmental and triangular pediments with more simple windows above. To the roofline is a deep modillion cornice with projecting chimney. The building retains a lot of its original features, including timber sash windows.

The building is of historic interest as a banking building constructed in the late 19<sup>th</sup> century. The building is also of interest as being originally constructed for the National Provincial Bank, formed in 1833 in Newcastle.

#### **The Asset's Physical Surroundings**

The National Westminster Bank is located on a prominent corner along King Street to its west and south east. To the east of the building are neighbouring properties. To the north of the building is a private access road, Queen Street.

#### **Appreciation of the Asset**

The building is wholly experienced from King Street, allowing for an appreciation of the buildings principal and side elevations. It is from this point that the architectural interest of the building can be appreciated, including the alternating triangular and segmental pediments and rusticated ground floor. There are views of the rear of the building from Queen Street.

#### **The Asset's Associative Attributes**

The building has no known associative attributes.



Edinburgh  
Buildings, 20-24  
(evens) King Street  
incorporating 1-4  
Station Approach



Edinburgh Buildings was originally constructed as a commercial building with retail units at ground floor. It dates from the late 19<sup>th</sup> century and is believed to have been designed by the local architect Thomas Davidson. It is roughly rectangular in plan form and has three elevations to King Street, Station Approach and Queen Street. The building is three storeys in height with attic and basement levels. It is constructed from yellow brick with red terracotta dressings under a hipped and gabled roof of slate. To the ground floor are a series of modern shop fronts and signage. The upper floors consist of two projecting two-storey bay windows of red terracotta, leading to gables with moulded surrounds to the windows. The elevations are broken up through the use of string courses of red terracotta. The corner is adorned with a projecting cylindrical bay leading to a projecting tower. The rear of the building to Queen Street also incorporates a large projecting corner tower (now painted). The interior of the building is noted as retaining a set of intact original baker's ovens within the basement

Edinburgh Buildings is of local historic interest as a retail and office building dating to the late 19<sup>th</sup> century. The building is also of interest as originally constructed as a bakery (Edinburgh Bakery) and the ovens still survive in the basement.

#### **The Asset's Physical Surroundings**

Edinburgh Buildings are located on a prominent corner along King Street to its south east and Station Approach to its west and Queen Street its north. To the east of the building are neighbouring properties.

#### **Appreciation of the Asset**

The building is wholly experienced from King Street, allowing for an appreciation of the buildings principal and side elevations. It is from this point that the architectural interest of the building can be clearly appreciated, including the projecting corner turret and contrasting colour of the materials. The building is also appreciated from the front of existing metro station, adjacent to the railway viaduct. The full extent of the principal and side elevations of the building is appreciated from this point. Due to the neighbouring viaduct, the building is largely concealed in views along King Street from the west with only the upper stages visible. The building is experienced from the overground railway viaduct and platform for South Shields. This allows for a more direct appreciation of the buildings side elevation and its associate detailing. The rear and side elevations of the building are also experienced in views from Queen Street.

#### **The Asset's Associative Attributes**

The building has no known associative attributes.

The Criterion  
Public House, 2  
Ocean Road



No. 2 Ocean Road originally consisted of the Criterion Public House, but has since been converted into a betting store. The building occupies a prominent position at the Quadrant to King Street and Ocean Road. The building is constructed from red brick with sandstone ashlar dressings. To the ground floor is an original shop front with paired pilaster columns. Above are a series of windows with moulded architraves, some with triangular pediments. Above these are various decorative gables with pediments of sandstone ashlar.

The building is of historic interest as a former public house constructed in the late 19<sup>th</sup> century.

#### **The Asset's Physical Surroundings**

The Criterion Public House is located on the corner of Ocean Road and Mile End Road to its north and west respectively, in an area known as the Quadrant. To the south and west of the building are neighbouring properties along Ocean Road and Mile End Road.

#### **Appreciation of the Asset**

The building is primarily experienced from the Quadrant, allowing for an appreciation of the full extent of the buildings principal elevations to Ocean Road and Mile End Road. It is from this point the buildings successful position on a corner is appreciated together with the detailing to its ground floor. Due to its prominent position, the building is visible in views from King Street and Mile End Road. Furthermore, the building is also visible from Kepler Street and Fowler Street.

#### **The Asset's Associative Attributes**

The building has no known associative attributes



No 4-8 (evens)  
Fowler Street



No's 4-8 Fowler Street date to the late 19<sup>th</sup> century and represent a continuation of the adjoining Barclays Bank building (grade II listed). The building is four storeys and roughly rectangular in its plan form, extending to the rear. The ground floor consists of large Doric columns (partially concealed by modern shopfronts). The upper floor is heavily rusticated. The building is symmetrical to its principal elevation, consisting of paired windows with moulded architraves and segmental heads to the centre. To the roof is a simple cornice with hipped slate roof above.

The building is of historic interest as an office and retail building constructed in the late 19<sup>th</sup> century. The building is also of interest as it represents a continuation of the architectural style and detailing to its neighbour, Barclays Bank.

#### **The Asset's Physical Surroundings**

No 4-8 Fowler Street is located on the corner of Mile End Road and Smithy Street to the east and south respectively. To the north and west are neighbouring buildings.

#### **Appreciation of the Asset**

The building is principally experienced from the Quadrant to the north east, allowing for the similarity between the building and its neighbour (Barclays Bank) to be appreciated from this point. The symmetry of the elevation with corresponding window arrangements is also experienced from Mile End Road. The plainer side elevation of the building and the return of the principal elevation are experienced from Smithy Street and Keppel Street. It is from this point that the original design intent of the building is clearly understood, with the principal elevation constructed from stone and the side elevation more utilitarian in red brick. Its corner position allows for the building to be experienced in distant views from Fowler Street to the south and Keppel Street to its south west.

#### **The Asset's Associative Attributes**

The building has an association within the grade II listed Barclays Bank in terms of its shared materials and design. There are no other known associative attributes.

Mechanics Arms  
Public House ,  
East Street



The Mechanics Arms Public House dates to the late 19<sup>th</sup> century and is constructed from brick (painted) with stone quoins to each side (also painted) under a pitched slate roof. The building is two storeys, rectangular in plan form and is simple in its design and execution. To the ground floor is a decorative green tiled frontage, with timber casement windows. To the upper floors are a set of windows, since replaced by modern UPVC. The building is noted as having an original interior in-part.

The building is of historic interest as a public house dating from the late 19<sup>th</sup> century. The building is also of interest as forming part of the neighbouring public house, the Lambton Arms.

#### **The Asset's Physical Surroundings**

The Mechanics Arms Public House is located along East Street to its south. To the north of the building are the rears of the properties along King Street. To the east is a neighbouring building. To the west of the building is the Lambton Arms Public House.

#### **Appreciation of the Asset**

The Mechanics Arms Public House is directly experienced and appreciated from East Street and Chapter Row, allowing for clear and uninterrupted views of the building's principal elevation. The building is partially visible in distant views from an area of public realm to the east of the Church of St Hilda and from Waterloo Square.

#### **The Asset's Associative Attributes**

The buildings hold an association with the neighbouring Lambton Arms Public House. There are no other known associative attributes.



Lambton Arms PH,  
East Street



The Lambton Arms Public House dates to the mid to late 19<sup>th</sup> century and is constructed from red brick with moulded stone dressings under a gabled roof of slate. The building is two storeys and linear in its plan form. The ground floor consists of a decorative stone front to the building with pilasters set around the principal casement window and entrance. To the corner, the building projects whilst the doorway underneath has since been blocked up. To the first floor is a large decorative stone bay with various timber sliding sash windows. The building is adorned with a decorative gable with urns, stone pediment and date stone of 1892.

The building is of historic interest as public house dating from the mid to late 19<sup>th</sup> century. The building is also of interest as it was originally called the 'Smugglers Public House'.

#### **The Asset's Physical Surroundings**

The Lambton Arms Public House is located along East Street to its south. To the north of the building are the rears of the properties along King Street. To the west is a neighbouring building. To the east of the building is the Mechanic Arms Public House.

#### **Appreciation of the Asset**

The Lambton Arms Public House is directly experienced and appreciated from East Street and Chapter Row, allowing for clear and uninterrupted views of the buildings principal elevation. The building is partially visible in distant views from an area of public realm to the east of the Church of St Hilda and from Waterloo Square.

#### **The Asset's Associative Attributes**

The buildings hold an association with the neighbouring Mechanics Arms Public House. There are no other known associative attributes.

Victorian Pillar  
Box, Market Place  
/ King Street



The Pillar Box dates to the late 19<sup>th</sup> century and is constructed from cast iron and painted red. The pillar box consists of a circular structure with decorative cap.

The structure is of historic interest as a Victorian pillar box from the late 19<sup>th</sup> century. The structure is also of interest as being a survivor of the extensive bomb damage caused to the area during a World War II air-raid.

#### **The Asset's Physical Surroundings**

The structure is situated at the junction of King Street and the Market Place to its west and east respectively. To the north and south is the Market Place to Union Alley and Church Way respectively.

#### **Appreciation of the Asset**

The structure is principally experienced from the pedestrianised area to its east, allowing for an appreciation of the detailing and function of the structure. Due to the open nature of the area, the structure is visible in views from King Street, Market Place and Church Way.

#### **The Asset's Associative Attributes**

The structure has an association with other pillar boxes in the area, in terms of their shared age, materiality and similar style.



10 Mile End Road



No.10 Mile End Road dates to the late 19<sup>th</sup> century (c.1891) and was designed in the Italian Renaissance Style by the architect J.H. Morton. The building is constructed from red brick with stone detailing under a gabled slate roof. The building is three storeys and rectangular in plan form. The building includes a large tower to one corner with a decorative stone cap and balustrading. The principal side elevation consists of a series of stone and red banding with moulded architraves and segmental headed windows. This elevation is further embellished through a decorative architrave to the principal door and the use of balustrading. The ground floor entrance off Mile End Road has been extensively altered but the ocular windows with spandrels remain.

The building is of historic interest as a former Assembly Hall constructed in the late 19<sup>th</sup> century. The building was latterly altered and extended in the 20<sup>th</sup> century to form a cinema.

#### **The Asset's Physical Surroundings**

No.10 Mile End occupies a prominent corner on Mile End Road with Stanhope Street to the west and north respectively. To the south of the building is a private road providing access to the rear of properties along Ocean Road. To the east of the building is an area of hardstanding utilised as a surface car park.

#### **Appreciation of the Asset**

No.10 Mile End Road is primarily experienced from the junction of Stanhope Street and Queen Street, allowing for an understanding of the buildings prominence within the streetscape. This view allows for an appreciation of both the principal elevations of the building to Mile End Road and Stanhope Street. The building is visible from King Street and the Quadrant to its south. The side (north) elevation of the building is directly experienced and appreciated from Stanhope Street and Brigham Plaza. There are distant views of this elevation from Coston Drive. Due to its height and topography of the land, the tower of the building is visible from various points across South Shields including Fowler Street, Salem Street and River Drive.

#### **The Asset's Associative Attributes**

The building has a strong association with the Ship and Royal Public House, being one of the former entrances into the building.

Minchellas Cafe, 9-11 (odds) Ocean Road



No. 9-11 Ocean Road dates to the late 19<sup>th</sup> century and is constructed from render under a gabled roof of slate. The building is three storeys (with attic) and is rectangular in plan, forming part of the tight urban grain of Ocean Road. To the ground floor is a modern shop front, above which is a large timber projecting bay window. Above this is a further timber bay window and cornice. To the roof is a decorative gable with moulded detailing.

The building is of historic interest as a former retail building constructed in the 19<sup>th</sup> century.

#### **The Asset's Physical Surroundings**

No.9-11 Ocean Road is located along the thoroughfare of Ocean Road to its south east with flanking properties to its west and east. To the north of the building is a private access road to the rear of the properties along Ocean Road and Mile End Road.

#### **Appreciation of the Asset**

The building is wholly experienced from Ocean Road, allowing for an appreciation of the buildings principal elevation. It is from this point that the architectural interest of the building can be appreciated, including its decorative detailing to the dormer and projecting bay windows. There are views of the building from Mile End Road.

#### **The Asset's Associative Attributes**

The building has no known associative attributes.



Burton Menswear,  
64 King Street



No. 64 King Street dates to the early 20<sup>th</sup> century and is constructed from faience tiles to the principal elevation with painted metal detailing (potentially bronze). The building is three storeys and rectangular in plan form. To the ground floor is the original shop front, albeit extensively altered. The upper floors consist of double height pilasters with decorative pilasters, intermittently spaced between a series of (modern) windows. To the roof is a projecting cornice and parapet.

The building is of historic interest as a clothing store from the early 20<sup>th</sup> century, purposely constructed for Burton Menswear.

#### **The Asset's Physical Surroundings**

No.64 King Street is located along the main thoroughfare of King Street to its south east with flanking properties to its west and east. To the north of the building is a private access road, Queen Street.

#### **Appreciation of the Asset**

The building is wholly experienced from King Street, allowing for an appreciation of the buildings principal elevation. It is from this point that the architectural interest of the building can be appreciated, including its pilasters and decorative capitals. There are views of the rear of the building from Queen Street.

#### **The Asset's Associative Attributes**

The building has no known associative attributes.

Man with the  
Donkey Statue,  
Ocean Road



The Man with the Donkey Statue was erected in 1988 and was designed by Robert Olley. The statue is constructed from fibreglass, depicting a man and donkey, situated upon a plinth of sandstone. A commemorative plaque reads: *"JOHN SIMPSONS KIRKPATRICK 'THE MAN WITH THE DONKEY' 202 PTE. J.SIMPSONS AUST.ARMY MEDICAL CORPS. BORN SOUTH SHIELDS 6 JULY 1892 DIED GALLIPOLI 19 MAY 1915. A HERO OF THE GREAT WAR"*.

The statue is of historic interest as it commemorates John Simpsons Kirkpatrick who was born in South Shields in 1892. Kirkpatrick was a member of the Australian Army Medical Corps during the First World War and carried many dead and wounded soldiers with his donkey from the battleground at Gallipoli. On the 9 May 1915 Kirkpatrick died. The donkey, called Murphy, was awarded the Purple Cross for Animal Bravery in Australia in 1997. Simpsons carried over 15 injured soldiers on the donkey, unarmed.

#### **The Asset's Physical Surroundings**

The statue is located to the east of South Shields town centre, along the pedestrianised Ocean Road. To the north of the statue are the former Marine School (grade II listed) and the Morrison's Supermarket. To the west and east is Ocean Road. To the south are various properties along Ocean Road.

#### **Appreciation of the Asset**

The statue is principally experienced from Ocean Road, outside the former Marine School. It is from this point that the statue, plinth and plaques can be clearly read together and allow for an understanding of the story. Due to its location in the centre of the street, the statue is also visible in various views along Ocean Road.

#### **The Asset's Associative Attributes**

The structure has no known associative attributes.



Lion Statue, Ocean Road



The Lion Statue was constructed in the mid to late 19<sup>th</sup> century as part of the Golden Lion Hotel. The statue was originally located within the pedestal above the front door of the building. The statue is constructed from sandstone situated on a modern plinth of sandstone. When first erected, the statue is believed to have been painted gold. The hotel was demolished in April 1973 and the statue relocated to its current location.

The statue is of historic interest as forming part of the original Golden Lion Hotel from the mid to late 19<sup>th</sup> century.

#### **The Asset's Physical Surroundings**

The statue is located to the east of South Shields town centre, along the pedestrianised Ocean Road. To the north are properties along Ocean Road and to the south is South Shields Museum and Art Gallery (grade II listed). To the west and east is Ocean Road.

#### **Appreciation of the Asset**

The statue is principally experienced along the north of Ocean Road towards the South Shields Museum and Art Gallery, allowing for the statue and plinth to be clearly read and appreciated. It is also from this point that the detailing to the statue can be appreciated. Due to its location in the centre of the street, the statue is also visible in various views along Ocean Road and King Street.

#### **The Asset's Associative Attributes**

The statue holds a minor association with No.72-80 King Street, being the site of the former Golden Lion Hotel. The statue has no other known associative attributes.

The Ship and Royal PH, 1 Ocean Road



The Ship and Royal Public House dates to the early to mid-19<sup>th</sup> century and is constructed from stucco under a slate roof. The building is three storeys with an attic level with dormer windows and is roughly rectangular in plan form. The ground floor of the building consists of a late 19<sup>th</sup> century shop front (albeit altered) with pilasters and segmental pediment. The first floor is comprised of a large projecting moulded stone bay window with a further set of bay windows above. To the roof are a series of dormer windows with moulded architraves including segmental and triangular pediments. The roof also incorporates a large steep pitched roof at the centre.

The Ship and Royal Public House is of historic interest as it dates to the early to mid-19<sup>th</sup> century and was originally a private dwelling with a large garden to its front. The building was later altered and extended in the late 19<sup>th</sup> century to become a hotel (The Royal Hotel). The building is also of interest as an Assembly Hall (No.10 Mile End Road) was constructed to the rear and attached via an elevated passageway.

#### **The Asset's Physical Surroundings**

The Ship and Ocean Public House is located along Ocean Road to its south, with its western elevation fronting onto the Quadrant, and Mile End Road. To the east are neighbouring properties along Ocean Road. To the north is an access road to these properties, with No.10 Mile End Road further north.

#### **Appreciation of the Asset**

The building is primarily experienced from Ocean Road and the Quadrant, allowing for the principal elevation to be fully appreciated, together with the interesting skyline created by the various projecting dormer windows. The building is also experienced and appreciated in distant views from Fowler Street and Kepler Street.

#### **The Asset's Associative Attributes**

The building has an association with No.10 Mile End Road, forming one of the entrances into the building.



Riddicks, No 22  
Fowler Street



No.22 Fowler Street dates to the early 20<sup>th</sup> century (c.1907-10) and is constructed from red brick with sandstone dressings under a gabled roof of slate. The building is three storeys (with attic) and is square in its plan form. The ground floor retains its original timber shopfront with projecting cornice above. To the first floor are a series of segmental headed windows with sandstone detailing and banding. Also to this floor are two projecting timber bay windows with broken pediments. The second floor is comprised of further stone banding and segmental headed windows with a deep modillion cornice. The corner part of the building incorporates an area for signage (now painted over) which is framed with a stone surround and broken pediment. To each elevation is projecting gable with stone detailing, and a projecting octagonal corner tower with curved pediments, ocular windows, heavy cornice and a lead dome.

The building is of local historic interest as an early 20<sup>th</sup> century commercial/retail building. It was originally constructed for the grocers, Miller & Co (Figure 4.4) in 1907-10 and was later occupied by Hinton's and latterly Riddick's Footwear. The building is currently vacant.

#### **The Asset's Physical Surroundings**

No.22 Fowler Street is located on the corner of Keppel Street and Fowler Street to its north and east respectively. To the west are neighbouring modern properties. To the south is a neighbouring early 20<sup>th</sup> century terrace of shops along Fowler Street.

#### **Appreciation of the Asset**

The building is principally experienced from the pedestrianised area of Fowler Street / the Quadrant to the north east, where the full extent of the building, including its northern and eastern elevations can be clearly appreciated. It is from this point that the various elements of architectural detailing to the building are best appreciated. The neighbouring buildings along Keppel Street are considered to have a negative impact upon its setting by virtue of their vacant and deteriorated condition. Due to the topography of the land, gently rising to the north, the building is experienced in distant views from Mile End Road from the north. The projecting tower of the building is also experienced in views down Keppel Street to the west, albeit these views are largely screened by the railway viaduct.

#### **The Asset's Associative Attributes**

The building has a minor association with 21 Fowler Street (HSBC) due to its shared age and consistent materials together with the use of a projecting tower. There are no other known associative attributes.

HSBC Bank, 21  
Fowler Street



No. 21 Fowler Street dates to the early 20<sup>th</sup> century (c.1903) and is constructed from red brick with sandstone dressings. The building was designed by the architects Clark and Moscrop, commissioned by the York and County Banking Co. The building is three storeys and linear in its plan form occupying a corner plot. The ground floor consists of rusticated sandstone on a plinth of granite. The entrance is situated to the corner of the building with a projecting curved porch supported by brackets. This then forms into a cylindrical bay which projects from the upper storeys to form a tower with small lead dome. The first and second floors are decorated with segmental keystones and rusticated quoining to the windows with a continuous sill band. To the roof is a projected eaves cornice of sandstone.

The building is of local historic interest as a commercial building dating from the early 20<sup>th</sup> century. It is of interest as being designed by Clark and Moscrop who were prominent architects in the north east, particularly in County Durham. The building is also of interest as being purpose built by the York & County Banking Co, latterly Midland Bank and now HSBC.

#### **The Asset's Physical Surroundings**

No.21 Fowler Street is located on a corner with Keppel Street to its west and the pedestrianised area leading to the Denmark Shopping Centre to its north. To the south and east are the Denmark Shopping Centre and other neighbouring buildings. .

#### **Appreciation of the Asset**

No.21 Fowler Street is best appreciated from the pedestrianised area at the junction of Smithy Street and Keppel Street to its north east. It is from this point that the architectural detailing of the building is clearly experienced, allowing for an understanding of its former prominent corner position between Keppel Street and Denmark Street. Due to its position, the building is largely concealed by the Denmark Shopping Centre in views from the north. The building is, however, experienced along Keppel Street where it's principal and side elevation area clearly appreciated. Furthermore this area allows for clear and uninterrupted views of the building. There are long distance views of the upper stages and the tower of the building at the junction of Keppel Street and Chapter Row. The topography of the land allows for the tower and the rear elevation of the building to be experienced along Fowler Street.

#### **The Asset's Associative Attributes**

The building has a minor association with the Riddick's building due to its shared age and consistent materials together with the use of a projecting tower. There are no other known associative attributes



The Dolly Peel Statue, River Drive



The Dolly Peel Statue was installed in the late 20<sup>th</sup> century (c.1987) and designed by Billy Gofton. The statue consists of a plinth with a statue of woman above, constructed from concrete and ciment-fondu with several aluminium panels to the base inscribed with text.

The structure is of historic interest as depicting Dolly Peel, a 19<sup>th</sup> century heroine who helped men evade the press gangs. Dolly Peel was born in South Shields in 1782 and was known as a smuggler of brandy, tobacco, perfume and lace. She is also said to have been one of the first 'nurses' to work in the cockpit of naval vessels. She died in 1857.

#### **The Asset's Physical Surroundings**

The statue is located on a large area of open green space to its north, east and south. Further east is River Drive. To the west is a large embankment and modern development along Long Row. The statue is orientated to the west, overlooking the River Tyne.

#### **Appreciation of the Asset**

The structure is principally experienced to its west from the existing pathway, allowing for the extent of plinth and statue to be clearly read. The structure is also experienced in views along River Drive.

#### **The Asset's Associative Attributes**

The structure has no known associative attributes.

Fleet and Spirit of South Shields Artworks, Market Dock / Long Row



The pieces of artwork consist of two pieces, the spirit of South Shields and the Fleet of South Shields. The Spirit of South Shields, by Irene Brown, holds a sailing ship in one arm while raising the other to greet the future. The base of the statue is a contour map of South Shields with several well-known features: the Groyne, Arbeia Fort, the Old Town Hall and Westoe Colliery. Fleet, also designed by Irene Brown is a collection of seven stainless steel collier ships in full sail set in the water of Market Dock, overlooking the River Tyne at South Shields. The brightly polished ships reflect patterns of both moving sky and water and give the impression of a fleet heading out to sea. The artwork has been vandalised and is now missing a model of the Town Hall to the base of the Spirit of South Shields.

The artwork is of historic as being set within and at the entrance to the former Brigham and Cowan's Dry Dock, dating from the 19<sup>th</sup> century.

#### **The Asset's Physical Surroundings**

The Spirit of South Shields is located on the edge of the Dry Dock, at the closest point to the River Tyne to its north, west and south, accessed via Long Row to its east. The Fleet of South Shields are located within the Dry Dock itself, surrounded on all sides by their associated walls. The road which encloses this space is called Captains Wharf with residential properties.

#### **Appreciation of the Asset**

The Spirit of South Shields is principally appreciated on the edge of the Dry Dock, at the closest point to the River Tyne. This allows for an appreciation of the detailing of the artwork and for it be viewed in the context of both the River Tyne and the town of South Shields. Due to its position, there are views of the artwork from various points including Long Row and Captains Wharf. The Fleet of South Shields is principally appreciated from Long Row and Captains Wharf which enclose the Dry Dock. Due to their position within the dock, they are only experienced and appreciated from these points.

#### **The Asset's Associative Attributes**

The structures have no known associative attributes.



Bridge, River Drive



The River Drive Bridge dates to the early to mid-20<sup>th</sup> century (c.1930) and was required to improve the accessibility of newly created industries to the north of South Shields town centre. The bridge was officially opened on August 1939 by the then Minister of Transport, Captain Euan Wallace, and cost a total of £35,000 to construct. The bridge is primarily constructed from reinforced concrete and is similar in design to the Tyne Bridge, albeit smaller in scale.

The structure is of historic interest as a bridge dating from the early to mid-20<sup>th</sup> century. The structure is also of interest as according to anecdotal evidence, the River Drive Bridge confused German bombers during World War II, thinking that they were over Newcastle Upon Tyne.

**The Asset's Physical Surroundings**

The bridge is located to the north of South Shields town centre, forming part of River Drive to the north of the town. To the north of the bridge is an array of mid to late 20<sup>th</sup> century housing and large areas of open green space. To the west and south are South Shields Railway Terminus and the former Brigham and Cowan's Dry Dock and Shipyards, now redeveloped with housing. To the east is the associated railway infrastructure associated with the train station and terminus.

**Appreciation of the Asset**

The bridge is primarily and directly experienced along River Drive, forming the principal road along the bridge. The bridge is also principally experienced from the public footpath to its north west, allowing for the height and extent of the bridge to be appreciated. Due to its position and height within the townscape of South Shields, the bridge is visible in views from the surrounding area including Long Row, Salem Street and Mile End Road.

**The Asset's Associative Attributes**

The structure has no known associative attributes.

Victorian Pillar Box, Beach Road / St Hilda Street, opposite South Shields Town Hall



The Pillar Box dates to the late 19<sup>th</sup> century and is constructed from cast iron and painted red. The pillar box consists of a circular structure with decorative cap and is inscribed with the letters V and R, together with 'POST OFFICE' either side of the mail slot.

The structure is of historic interest as a Victorian pillar box from the late 19<sup>th</sup> century.

**The Asset's Physical Surroundings**

The structure is located within a pedestrianised area to the east of the properties along Beach Road. To the north is St Hilda Street and Charlotte Street. To the south is Crossgate. To the east of the structure is Beach Road.

**Appreciation of the Asset**

The structure is principally experienced from the pedestrianised area in which it is encircled. This area allows for an appreciation of the detailing and function of the structure. Due to the open nature of the area, the structure is visible in views along Beach Road, Charlotte Street and Westoe Road.

**The Asset's Associative Attributes**

The structure has an association with other pillar boxes in the area, in terms of their shared age, materiality and similar style.

Former South Shields Hebrew Congregation, 25 Beach Road



The former South Shields Hebrew Congregation dates to the early to mid-20<sup>th</sup> century (c.1933) and was designed by the architect Marcus Kenneth Glass of Newcastle, and later took over by J.A. Page & Son. The building is constructed from plain red brick with stone embellishments. The foundation stones of the building are still legible in-part to the principal elevation, albeit severely eroded. To the gable at the western end of the building is a double-headed stone bearing an abbreviated form of the ten

The building is of historic interest as a purpose-built synagogue dating from the early to mid-20<sup>th</sup> century. The building is also of interest as a visual representation of the South Shields Hebrew Congregation which was founded before 1875.

**The Asset's Physical Surroundings**

To the north of the building is an associated car park and road providing access to the rear of the properties along Beach Road. To the west of the building is No. 23 Beach Road (grade II listed) and Anderson Street and roundabout with Beach Street to its east. To the south of the building is Beach Road.

**Appreciation of the Asset**

The building is primarily experienced from the junction and roundabout of Beach Road and Anderson Street. This area allows for an appreciation and view of both the principal and side elevations of the building. The principal elevation of the building is also experienced from Beach Road, allowing for an appreciation and understanding of the scale, materiality and height of the building. The rear of the building is also experienced in views from Anderson Street to its north.



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commandments. The synagogue closed in 1994 and was later converted and extended (in a matching style) into the South Tyneside Arts Studio. During this time, much of the original decorative glass was removed (with the exception of a sunburst Star of David) above the principal entrance. The building is also noted for its interior, with iron column supports with palemette capitals which are believed to have been relocated from a building in Charlotte Street.

**The Asset's Associative Attributes**

The building has no known associative attributes.

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St Paul and St John United Reform Church, Beach Road



The St Paul and St John United Reform Church dates to the mid to late 19<sup>th</sup> century (c.1875-77) and is designed in the Decorated architectural style. The building is constructed from rock-faced sandstone under a roof of Welsh slate with outside cresting to the north west tower. To the principal entrance there is a symbolically carved tympanum.

The building is of historic interest as a church dating to the mid to late 19<sup>th</sup> century. The building is also of interest as being used as a military hospital during the First World War.

**The Asset's Physical Surroundings**

The church is situated on the corner of Beach Road and Anderson Street to its north and west respectively. To the east are properties along Beach Road. To the south is the access road to the rear of the properties along Beach Road and Broughton Road.

**Appreciation of the Asset**

The building is principally experienced from the corner of Beach Road and Anderson Street, allowing for clear views of the principal elevation. The rear and side (western) elevation is also experienced from Anderson Street, albeit these are filtered through the existing mature trees. The church tower is also experienced in distant views along Beach Road and Anderson Street.

**The Asset's Associative Attributes**

The building has no known associative attributes.

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St Bede's RC Church and Vicarage, 10 Westoe Road



St Bede's Roman Catholic Church and Vicarage date to the mid to late 19<sup>th</sup> century (c.1876) and are consist of two separate buildings, both designed by the architect Gibson Lidbetter (with supervision by T.C. Nicholson). The church is constructed from dressed sandstone with a tall chancel and flanking aisles. To one corner is a truncated North East tower with clasping buttresses and principal entrance beneath it. To the rear is a projecting bay with rose window looking towards the east. The Vicarage is contextually different, constructed from red brick with painted stone dressings to the windows and doors, under a roof of slate. The building is roughly symmetrical in its execution with three gabled bays, the centre of which is recessed and provides the principal entrance. The left bay includes a projecting

The buildings are of historic interest as a church and associated vicarage constructed in the mid to late 19<sup>th</sup> century. The buildings are also of interest as the church originated as a chapel called St Cuthbert's which opened in 1849 before the present church was constructed.

**The Asset's Physical Surroundings**

St Bede's Roman Catholic Church and Vicarage is located on a prominent corner along Westoe Road and Percy Street, to its east and north respectively. To the west of the buildings are the modern buildings associated with St Bede's Roman Catholic Primary School and Nursery. To the south is a public footpath and cyclepath.

**Appreciation of the Asset**

The church is principally experienced from the corner of Percy Street and Westoe Road, allowing for both principal elevations of the building to be appreciated. The building is visible in views northwards and southwards along Westoe Road. The vicarage is primarily and directly experienced from Erskine Road, allowing for the full extent of the principal elevation to be appreciated. The building is also visible in views northwards and southwards along Westoe Road.

**The Asset's Associative Attributes**

The buildings have no known associative attributes.

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bay window at ground floor level. To the north is a small single storey extension with side entrance. The building is two storeys above a basement.

Gas Holder,  
Oyston Street



The Gas Holder dates to the late 19<sup>th</sup> century (c.1886) and was constructed by G & W Walker Ltd. The structure is designed with sixteen vertical cast iron columns and two huge tanks that lift telescopically as they fill with gas, to a total height of 90ft. The structure was re-painted and restored in 2008/09.

The structure is of historic interest as a gas holder from the late 19<sup>th</sup> century. The structure is also of interest as forming a vital part of the local gas supply system, storing up to 1.5 million cubic feet of gas.

**The Asset's Physical Surroundings**

The Gas Holder is located to the south of the town centre of South Shields. To the immediate north of the structure are Oyston Street and Garden Lane. Further north is the Waterloo Square Retail Park. To west is the large car park associated the nearby Asda Supermarket. To the east are Garden Lane and the railway line. To the south of the structure are Forest Road and various modern buildings.

**Appreciation of the Asset**

The Gas Holder is primarily experienced from Coronation Street, allowing for the whole structure to be clearly read and appreciated. The structure is more directly experienced from Garden Lane, allowing the scale and height of the structure to be understood. Due to its height, there are views of the structure from across the town including Station Road, Church Way and Charlotte Street.

**The Asset's Associative Attributes**

The structure has no known associative attributes.

Bethesda Free  
Church, Victoria  
Road



The Bethesda Free Church dates to the mid to late 19<sup>th</sup> century (foundation stone laid in 1868) and was designed by the architect T.A. Page of King Street and built by Mr J. Robson of Ocean Road for the United Methodist Free Church.

The building is comprised of various sections and materials. The western half is constructed from red brick and stone dressings with the eastern half rendered and pebble dashed. The entrance consists of a battlemented 'tower' over an arched doorway. In the early 20<sup>th</sup> century, a gallery was added to the church and an extension to the existing Sunday School.

The building is of historic interest as a church dating to the late 19<sup>th</sup> century. The building is also of interest as a United Methodist Free Church, a combination of Wesleyan Reformers and the Wesleyan Methodists Association.

**The Asset's Physical Surroundings**

The Bethesda Free Church is located on the corner of Victoria Road and Maxwell Street to its south and east respectively. To the north of the church are industrial buildings. To the west is a landscaped area of green space associated with nearby industrial buildings.

**Appreciation of the Asset**



The building is principally experienced from Victoria Road to its south, allowing for an appreciation of the differing materials to the building, flanked by the main entrance. The building is also experienced at the corner of Victoria Road and Maxwell Street, allowing for the full extent and depth of the building plot to be fully understood. The side (western) elevation of the building is also experienced in views from Tudor Road and Western Approach.

**The Asset's Associative Attributes**

The building holds a minor association with the Gregory Jubilee Hall to its immediate north due to its proximity and shared materials. There are no other known associative attributes.



**Table 4.5: Buildings identified from the Tyne and Wear Historic Environment Record (HER)**

Building	Architectural Interest	Historic Interest	Contribution made by Setting to Significance
Queen Victoria Statue, Westoe Road	 <p>The Queen Victoria Statue dates to the early 20<sup>th</sup> century (c.1913) and was designed by noted sculptor Albert Toft. The statue consists of a 12ft high Aberdeen granite plinth with a 9ft bronze standing figure of Queen Victoria (with orb and sceptre). The statue was cleaned and relacquered in 1980 by Camrex of Sunderland. It was then moved due to roadworks and reinstated in its original position in front of the Municipal Buildings in May 1981. An additional bronze plaque was added to the base of the pedestal in the late 20<sup>th</sup> century to commemorate the remodelling of the forecourt in 1990.</p>	<p>The Statue is of historic interest as a monument designed by noted sculptor Albert Toft in the early 20<sup>th</sup> century. The structure is also of interest as being a replica of one of Toft's statues at Leamington and Nottingham.</p>	<p><b>The Asset's Physical Surroundings</b></p> <p>The Queen Victoria Statue is situated within an area of public realm to its immediate context. To the north are Beach Road and its junction with Fowler Street, with Westoe Road to its west. To the south of the statue are the Baptist Church and the Municipal Buildings to its east.</p> <p><b>Appreciation of the Asset</b></p> <p>The statue is principally experienced from Westoe Road as forming part of a wider public realm around the Municipal Buildings. Due to its scale, it is best appreciated in close-proximity from the area of public realm to its immediate setting. The statue is visible from various points along beach Road and Westoe Road due to the open nature of this part of South Shields. The statue is also visible in distant views along Crossgate from the west.</p> <p><b>The Asset's Associative Attributes</b></p> <p>The structure has a minor association with the Municipal Buildings of which forms its backdrop. The structure also has an association with noted sculptor Albert Toft who designed several other statues commemorating Queen Victoria and war memorials</p>
War Memorial, Church Way	 <p>The War Memorial dates to the early 20<sup>th</sup> century (c.1921) and was designed by local architect J.H. Morton. The memorial consists of a 14ft long-shafted cross with a block plinth and three steps constructed from sandstone. The memorial is embellished with a crucified Christ in half-relief to the front with a shallow niche and figure of St Hilda holding a model of the church. The plaque on the war memorial reads "TO THE GLORY OF GOD THIS CROSS WAS ERECTED IN THE YEAR OF OUR LORD 1921 IN GRATEFUL REMEMBRANCE OF THE DECLARATION OF PEACE IN THE GREAT EUROPEAN WAR AND IN MEMORY OF THOSE WHO FOUGHT AND FELL FOR THEIR SOVEREIGN AND EMPIRE BY SEA LAND AND AIR". It was cleaned in 1989 by Peter Cox Restoration of Newcastle.</p>	<p>The War Memorial is of historic interest as a monument designed by local architect J.H. Morton in the early 20<sup>th</sup> century. The monument is also of interest as being one of the tallest war memorials within a church precinct in Tyne and Wear.</p>	<p><b>The Asset's Physical Surroundings</b></p> <p>The War Memorial is located within the area of public realm to the west of St Hilda's Church and is enclosed by a metal fence to all sides. To the north is Church Way with St Hilda's Church to its east. To the south and west of the memorial is St Hilda's Churchyard.</p> <p><b>Appreciation of the Asset</b></p> <p>The memorial is experienced from the area of public realm to the east, adjacent to St Hilda's Church. It is from this point that the war memorial is best appreciated, together with its detailing to the shafted cross. The war memorial is also appreciated from the west; in views from the churchyard, allowing for the detailing to the rear of the shaft to be experienced. The memorial is also visible from various points across the churchyard to its south and from the Market Place to its north.</p> <p><b>The Asset's Associative Attributes</b></p> <p>The structure has no known associative attributes.</p>



Baptist Chapel,  
Westoe Road



The Baptist Chapel dates to the late 19<sup>th</sup> century (c.1881) and is designed in an interpretation of the Italianate architectural style. The building is constructed from red brick with stone dressings under a hipped roof of Welsh slate. The ground floor of the principal elevation consists of an arcaded (three) door arrangement with stone keystone and pilasters, accessed via a flight of four steps. Above this is an arcaded window; the central one being much larger and including decorative stone tracery. To the upper floors are stone sill banding with date stone of '1881', above which is a pediment with a plaque reading 'BAPTIST CHAPEL'. This is flanked by more subservient wings with decorative heavy moulded stone architraves to the windows. The side (west) elevation consists of a more systematic window fenestration with stone architraves. A projecting gable end also includes decorative stone architraves and windows with pediment above. The other elevations are plainer in their detailing. The interior retains its original baptistery (for full immersion) and timber gallery.

The building is of historic interest as a Baptist church dating from the late 19<sup>th</sup> century. The building is also of interest as retaining its original baptistery, allowing for an understanding of the role and function of the building.

#### **The Asset's Physical Surroundings**

The Baptist Chapel fronts the busy thoroughfare of Westoe Road to its west. To the north is the area of public realm to the front of the Municipal Buildings. Romilly Street and the terraced residential dwellings are located to the east of the building. The south consists of a neighbouring modern development along Westoe Road and further terraced residential dwellings along Romilly Street.

#### **Appreciation of the Asset**

The Baptist Chapel is principally experienced from the north west along Westoe Road, adjacent to the Britannia Public House. It is from this point that the principal front and side elevations are best experienced, allowing for an appreciation of the architectural detailing of the building. Due to the open nature of the area and the expanse of public realm, the side (west) elevation is visible from Beach Road at its junction with Fowler Street and Charlotte Street. The principal elevation is also experienced in views from Claypath Lane to the west. The rear and side of the building is visible along Romilly Street, allowing for an understanding of its plainer and utilitarian nature.

#### **The Asset's Associative Attributes**

The building has no known associative attributes.

Former Unitarian  
Church, Derby  
Terrace



The Former Unitarian Church dates to the mid to late 19<sup>th</sup> century (c.1875). The building is roughly rectangular in plan form and is simply executed in its design. It is constructed polychrome brickwork banding (red, blue and yellow) with sandstone dressings. The principal elevation consists of a large gable end with a rose window (altered) and decorative sandstone detailing. Below is a single storey projecting porch with gable and sandstone arched doorway and keystone. Flanking this elevation are simpler elevations with buttresses interspersed between three sets of two-light windows. The rear elevation originally included a rose window but has since been in-filled with brick.

The building is of historic interest as a former Unitarian Church dating from the mid to late 19<sup>th</sup> century.

#### **The Asset's Physical Surroundings**

The former Unitarian Church is located on Derby Terrace to its south. To the west is a single storey modern building constructed from red brick. To the east is a private road / access point to the rear of the properties fronting Westoe Road. A cycle path and area of landscaping is located to the immediate north of the building.

#### **Appreciation of the Asset**

The building is principally experienced at the junction of Derby Terrace and Victoria Road to the south. It is from this point that the principal elevation and architectural detailing of the building can be best appreciated. The side (east) elevation is also experienced within this view. Due to the set back and low-rise nature of the neighbouring building to the west, the church is experienced in views along Derby terrace from the west. Its former role and function as a church is also appreciated from this point. The rear elevation of the church is also experienced from the cycle path to the north. There are long distant views of the building along Victoria Road, with the Church of St Bede visible in the distance.

#### **The Asset's Associative Attributes**

The building has no known associative attributes.



South Tyneside  
Bangladesh  
Muslim Cultural  
Association and  
Mosque



The South Tyneside Bangladesh Muslim Cultural Association and Mosque forms part of a continuous terrace of houses constructed in the mid to late 19<sup>th</sup> century. The building was originally a shop and is constructed from white brickwork to the principal elevation and brick to the side elevation. The principal elevation also includes a central projecting bay window to the centre. The ground floor of the building has been extensively altered in the late 120<sup>th</sup> century (c.1992). A first floor extension to the rear was also constructed in c.1991 as part of its change of use into a cultural centre.

The building is of historic interest as a former 19<sup>th</sup> century shop forming part of a larger terrace of buildings. The building was latterly converted into a cultural centre in the late 20<sup>th</sup> century.

#### **The Asset's Physical Surroundings**

The South Tyneside Bangladesh Muslim Cultural Association and Mosque is situated on a corner position between Baring Street to the east and the private access road to the rear of the properties to the south. To the north and west of the building are the neighbouring properties forming of the 19<sup>th</sup> century terrace.

#### **Appreciation of the Asset**

The building is principally experienced from Baring Street to its immediate east. It is from this point that the building is best appreciated. Due to the open nature of the land to the south and its prominent corner position, the building is experienced from various points to the south. The extent of neighbouring properties to the north limits the experience and appreciation of the building.

#### **The Asset's Associative Attributes**

The building has no known associative attributes.

Freemason's Hall



The Freemason's Hall dates to the late 19<sup>th</sup> century (c.1884) and was originally constructed for a group of masonic organisations. The building is roughly square in plan and is two storeys in height. It is constructed from red brick with sandstone dressings under a Welsh slate roof. The centre of the building rises to three storeys (Banqueting Hall) and incorporates decorative brick detailing and corncicing. The principal elevation is roughly symmetrical in its composition with a central doorway and flanking chimney stacks and windows. Also to the centre are two projecting brick chimneys. There are various additions to the south and east of the building from the early to mid-20<sup>th</sup> century (c.1925).

The building is of historic interest as a freemason's hall dating from the late 19<sup>th</sup> century with 20<sup>th</sup> century alterations.

#### **The Asset's Physical Surroundings**

To the immediate north and east of the Freemason's Hall is a small area of hard landscaping beyond which is a large car park associated with the nearby supermarket to the south east. To the south is a vacant building plot and to the west is a modern building.

#### **Appreciation of the Asset**

The building is principally experienced from the car park to the north, allowing for an appreciation of the principal elevations and architectural detailing. It is also from this point that the symmetrical composition of the principal elevation can be appreciated, together with the projecting height of the banqueting hall at the centre of the building. Due to the open nature of the surrounding car park, both elevations of the building are appreciated in one view. The plainer and more utilitarian elevations to the south and west are experienced from Brigham Place and Stanhope Street to the south west. There are distant views of the building from Coston Drive and James Mather Street to the north and east.

#### **The Asset's Associative Attributes**

The building has no known associative attributes.



Gregory Jubilee Hall



The Gregory Jubilee Hall dates to the mid to late 19<sup>th</sup> century (c.1879) and appears to have formed part of the neighbouring Bethesda Free Church. The building was originally constructed from red brick and has been latterly been rendered in the 20<sup>th</sup> century. The windows and doors have also been replaced with UPVC. To the rear is a large modern brick extension.

The building is of historic interest as a Jubilee Hall from the late 19<sup>th</sup> century associated with the nearby Bethesda Free Church.

**The Asset's Physical Surroundings**

The Gregory Jubilee Hall is located on Maxwell Street to its east with the Bethesda Free Church located to the south. To the north are industrial buildings along Maxwell Street. To the west is a landscaped area of green space associated with nearby industrial buildings.

**Appreciation of the Asset**

The building is principally experienced from Maxwell Street to its east, allowing for an appreciation of the principal elevation and its proximity to the Bethesda Free Church. The side elevation of the building is also experienced in views along Maxwell Street due to the open nature of the land to the immediate north.

**The Asset's Associative Attributes**

The building holds a minor association with the Bethesda Free Church to its immediate south due to its proximity and shared materials. There are no other known associative attributes.

Nautical Objects Reliefs



The Nautical Objects Reliefs date to c.1995 and were designed by the artist Matthew Jarratt. There are seventeen reliefs in total, each which are painted white and mounted on a brick retaining wall to the car park south of the Custom House. Each of the relief varies in its design depicting ships, an anchor, a bell, an old fashioned steering wheel, pressure gauges and a crane.

The artwork was commissioned by South Tyneside Council as part of Jarratt's residency at Tyne Dock Engineering Ship Repair Yard. The structures hold no historic interest.

**The Asset's Physical Surroundings**

The artwork is located mounted upon a brick retaining wall which is located along Riverside Court. To its north and west is a large car park beyond which is Daltons Lane. To the east is a complex of modern residential buildings. to the south is an area of vacant land.

**Appreciation of the Asset**

The reliefs are principally experienced from the car park to the west, allowing for an understanding of each of their designs and materials. Due to its position on the retaining wall, there are limited opportunities to experience or appreciate the artwork from other areas.

**The Asset's Associative Attributes**

There are no known associative attributes.

Baitul Malmur James-e-Masjid and Islamic Centre



The Baitul Malmur James-e-Masjid and Islamic Centre dates to the late 19<sup>th</sup> century and was originally a Methodist Church. The building is roughly rectangular in its plan form and consists of a large gable and projecting tower to its west elevation. The side elevations vary in their treatment, the south consists of both one and two-storey projecting bays. The north elevation forms the principal access into the building. The building is constructed from red brick with sandstone dressings (now painted white). The majority of windows to the ground floor have latterly been replaced with UPVC windows.

The building holds historic interest as a former Methodist Church dating from the late 19<sup>th</sup> century.

**The Asset's Physical Surroundings**

The Baitul Malmur James-e-Masjid and Islamic Centre is located on the corner of St Aidan's Road and Baring Street to its south and north respectively. The building is relatively enclosed to all sides by contemporary residential terraces.

**Appreciation of the Asset**

The building is primarily experienced from Baring Street to the south. It is from this point that its corner position and architectural detailing is best appreciated. The entrance and principal elevation is experienced from the north, allowing for an understanding of the principal entrance into the building. The side and rear elevations of the building are experienced from St Aidan's Road to the east. Due to the rising nature of the land, the projecting spire is visible from various points including Ocean Road.

**The Asset's Associative Attributes**

The building has no known associative attributes.



Cyprus Public House



The Cyprus Public House dates to the early 20<sup>th</sup> century (c .1901) and was designed by the architects M. Wall and Sons (of Albany Chambers on King Street). It is constructed from elaborate green, brown, red and cream tiles to the ground floor with red brick above. The ground floor is further decorated with pilasters, cornicing and segmental headed windows. The upper floors include projecting timber bay windows and dormers with pargetting. To the corner is a projecting octagonal tower with a green patina copper roof.

The building is of historic interest as a public house dating from the early 20<sup>th</sup> century.

#### **The Asset's Physical Surroundings**

The Cyprus Public House is located on the corner of W. Stevenson Street and Chichester Road to the north and west respectively. To the south is a large mid-20<sup>th</sup> century building (Snooker Centre). To the east is a vacant plot of land beyond which are residential properties.

#### **Appreciation of the Asset**

The building is best experienced from Chichester Road to the north. It is from this point that the elaborate architectural detailing and its prominent corner position is clearly appreciated. The projecting dormer windows are also experienced from Chichester Road to the south. The building is more intimately experienced from the immediate north where the materials and detailing is more closely appreciated. The rear and side elevations of the building are also experienced from W. Stevenson Street.

#### **The Asset's Associative Attributes**

The building has no known associative attributes.



## 5. Assessment of Impact

### Background to Assessment

- 5.1 There are no designated heritage assets located within the Application Site. Any effects arising from the Proposed Development on built heritage will therefore be indirect in nature having potential to affect the significance of the identified assets through change within their setting, rather than any direct physical effects. An assessment of the significance of the heritage assets is set out in Section 4 as an appropriate baseline for this impact assessment.
- 5.2 The relevant heritage legislation, policy and guidance context for consideration of the Proposed Development is set out in full in *Appendix 1*. This includes the statutory duties of the Planning (Listed Buildings & Conservation Areas) Act 1990, national planning policy set out in the NPPF, and local planning policy for the historic environment, as well as other national guidance and relevant material considerations.

### The Proposed Developments

- 5.3 As aforementioned, the 'Proposed Developments' refers to both the outline planning application for the masterplan and the full planning application for the Transport Interchange. These are described in further detail below:

#### Transport Interchange

- 5.4 The detailed full planning application for the Transport Interchange involves the demolition of the existing metro station and replacement of this building with an area of public realm with associated landscaping. It also involves the demolition and redevelopment of the Keppel Street Post Office, 3, 5, & 7 Keppel Street and properties along William Street and Albermarle Street, to form a new Transport Interchange building including a metro station, bus station and passenger dropoff area. The Proposed Development includes two retail units with office accommodation at first and second floors.

#### Outline Masterplan

- 5.5 The outline masterplan involves the redevelopment of South Shields Town Centre, comprising A1 retail uses (approx. 78,000sq ft), A3 cafés (approx. 7,500sq ft) and a restaurant (approx. 13,500sq ft), D2 cinema (approx. 38,000sq ft) and an A1 foodstore (approx. 65,000sq ft) with multi-storey and surface car parking. The Proposed Development also involves the demolition of various properties along Fowler Street, Franklin Street, Charlotte Street, Barrington Street, Coronation Street, Chapter Row, Cornwallis Street, and King Street. This part of the development can be described as 3 parts:

- Barrington Street / Chapter Row / Coronation Street.
- King Street.
- Charlotte Street / Fowler Street.



- 5.6 Full details of the design of the Proposed Developments and their evolution are set out in the application submission drawings and accompanying Design & Access Statement prepared by the Harris Partnership.

### **Impact on Significance**

- 5.7 The assessment criteria from Historic England's best practice have been utilised in this assessment of impact. It provides an agreed framework for articulating the impact of development upon the significance of heritage assets through change to their setting.

### **Transport Interchange**

#### ***Location and Siting***

- 5.8 The Proposed Development involves the demolition of the existing metro station which is bounded by King Street to the north and Smithy Street to the south. It will be replaced with an area of public realm and associated landscaping. This will function as a key thoroughfare from King Street to Keppel Street and the proposed Transport Interchange.

- 5.9 The proposed Transport Interchange is located adjacent to the existing railway embankment and will follow the gradient of the land from north to south. In between the proposed building and the rear of properties along Fowler Street is the proposed road infrastructure associated with the bus station aspect of the interchange together with areas of public realm and landscaping. The proposed building incorporates two retail units with commercial office space above, fronting Keppel Street to the north and physically abutting the Riddick's building (non-designated heritage asset) to the east. The building steps back from the principal elevation of Riddick's along Keppel Street and then projects out to the established building line of the street.

#### ***The Form and Appearance***

- 5.10 Following the demolition of the existing 20<sup>th</sup> century Metro Station, the exposed brick walls of the neighbouring building to the east and the viaduct to the west will be finished with render in anthracite grey. The upper floors provide an area for signage to signpost the entrance to the town. The lower floors are clad in modular polished concrete panels, the end bays of which are dedicated to public art. The area includes the provision of space for market stalls, interspersed by trees with granite kerb planters and seating. The area will include new granite paving and concrete block paving throughout.
- 5.11 The proposed Transport Interchange involves the demolition of a series of retail and commercial buildings constructed in the mid to late 20<sup>th</sup> century. The form of the proposed building rises from the principal entrance off Keppel Street towards the rail level access to the neighbouring embankment. The entrance area incorporates a double height glazed atrium with a projecting frame, providing a prominent feature within the wider townscape and in views from King Street.
- 5.12 The frame and cladding of the Transport Interchange is principally a shingle rainscreen system with a copper gold finish (TECU gold or similar). The material provides a naturally reflective surface that accentuates the angular form of the building. The interchange also incorporates brushed aluminium cladding panels to the lower bus concourse area at ground floor. The concourse follows the gradient of the land, sloping from two storeys to one storey from north to south. Flanking the principal entrance are



perimeter walls to help define the edge of the Transport Interchange. These are constructed from polished concrete, consistent with the area of public realm to the north.

- 5.13 The side (east) elevation continues the angular form and materials to the building. The upper floors are partially clad in a translucent extruded glass cladding (Reglit or similar) and will allow for natural light into the interchange area, and is proposed to be illuminated at night. The lower floors consist of the bus concourse area and the associated infrastructure. A translucent rooflight is also proposed to this area. The side (west) elevation forms the rail access point and follows the materiality (TECU gold or similar) and form of the building. A full length canopy is provided along the platform and is constructed from a metal clad fascia in anthracite grey. A 1500m high concrete upstand provides a perimeter wall to the platform.
- 5.14 The Proposed Development also includes a new building for two retail units with commercial office space above, located to the east of the proposed Transport Interchange, abutting Riddick's. The proposed building is three storeys in height, following the roofline of the neighbouring building with a consistent pitched roof (clad in a standing seam material) to reflect the mass of the Riddick's building. It is constructed from red brick to complement the buildings within the immediate vicinity (including 21 Fowler Street and Riddick's) with full height glazing punched windows to the upper levels to help break up the mass of the building. A feature projecting window is also included to the corner of the building and is constructed from the same material (TECU gold or similar) found to the nearby transport interchange. A recessed and lower glazed link separates the proposed building with the neighbouring Riddick's.
- 5.15 Extensive areas of granite and concrete block paving are proposed in and around the Proposed Development. This is softened through the use of extensive planting along Keppel Street and Smithy Street, the Transport Interchange and the new area of public realm at the former metro station site.

### **Impact Assessment**

- 5.16 The grade II listed **Stags Head Public House** is located approximately 43m to the east of the Application Site. As previously discussed at Section 4, the architectural interest of the public house is best appreciated from Fowler Street and Burrow Street. Due to its orientation and the extent of intervening development along Fowler Street, the Proposed Development will not be visible within these views. It is considered that the significance of the Stags Head Public House will be sustained and the Proposed Development will preserve those elements of setting that contribute to the significance of the listed building.
- 5.17 The locally listed **Riddick's** building (22 Fowler Street) physically abuts the boundary of the Application Site to the east. The significance of Riddick's is principally derived from its architectural interest and the quality of materials used in its construction. The Proposed Development involves the development of a retail and commercial office building adjacent to it. The proposed building is constructed from red brick to reflect and complement Riddick's and the mass of the proposed buildings is broken up through the use of a random pattern of windows. This arrangement allows for the contrasting ordered and more formalised composition of Riddick's to be clearly appreciated in views to the north and north east. Full height glazing to the ground floor also reflects the



glazed of Riddick's. A recessed glazed link has been designed as a transition between the existing and proposed building.

- 5.18 As aforementioned, the locally listed building is principally experienced at the junction of Fowler Street and Keppel Street to its north east. The Proposed Development will be partially visible in these views. Whilst the Proposed Development will be visible from the north east, it is not considered that this will harm the way in which the asset is experienced due to the corner position and projecting octagonal dome of Riddick's which gives it increased prominence.
- 5.19 The Proposed Development involves the demolition of the neighbouring buildings to its east which currently have a negative impact upon the setting of the locally listed building. The Proposed Development will improve its setting and the context within which the building is experienced, responding to the existing materials in the area and the building line of Keppel Street.
- 5.20 The Proposed Development will be visible alongside and adjacent to Riddick's in views along the Keppel Street and Smithy Street (particularly to the north). The restrained architectural detailing of the adjoining Proposed Development will, however, ensure that Riddick's remains prominent in these views. The building will continue to form the principal focus southwards along the Quadrant and at its junction with Fowler Street. Despite its proximity, it is not considered that the Proposed Development will compete or challenge the robustness of the asset.
- 5.21 Overall, it is considered that the significance of Riddick's will be sustained and the Proposed Development will preserve those elements of setting that contribute to the significance of the non-designated heritage asset. Furthermore, the Proposed Development will improve the buildings setting and the context within which it is experienced.
- 5.22 The locally listed **21 Fowler Street (HSBC)** is located approximately 34m to the east of the Application Site. The architectural significance of the building is principally experienced from the junction of Fowler Street and the Quadrant to its north west where the principal elevations are best appreciated. Its former corner position is also appreciated from this point. Due to its orientation, the Proposed Development will not be visible within this view and there will be no impact to the significance of the asset. The Proposed Development will be partially visible in wider views of the building from the north west, along the Quadrant. It is not, however, considered that this will harm the way in which the asset is experienced due to its role within the streetscape. It is considered that the significance of the 21 Fowler Street will be sustained and the Proposed Development will preserve those elements of setting that contribute to the significance of the non-designated heritage asset.
- 5.23 The locally listed **4-8 Fowler Street** is located approximately 34m to the north east of the Application Site. The significance of the building is derived from its architectural interest which is best appreciated from the Quadrant to the north east. The Proposed Development will be partially visible in views of the building from the north east, it is not considered that this visibility will harm the way in which the building is experienced due to its strong materiality with the neighbouring Barclays Bank (grade II listed). The building will continue to form the principal focus southwards along the Quadrant,



ensuring its prominence prevails. The Proposed Development involves the removal of street furniture and bus shelters to its south and replaces them with an area of public realm with associated landscaping. It is considered that the significance of the No's 4-8 Fowler Street will be sustained and the Proposed Development will preserve those elements of setting that contribute to the significance of the non-designated heritage asset. Furthermore, the Proposed Development will improve the buildings setting and the context within which it is experienced to the south.

- 5.24 **Edinburgh Buildings** (non-designated heritage asset) is located approximately 10m to the north east of the Application Site. The architectural interest of the building is best appreciated from the south and south west, along King Street. Whilst the Proposed Development will remove an area of built development along this street, it will not alter how the building is appreciated in views from the south and south west. Furthermore, the removal of the metro station provides an opportunity for the creation of additional distanced and glimpsed views of Edinburgh Buildings from Smithy Street to the south.
- 5.25 Overall, it is considered that the significance of the Edinburgh Buildings will be sustained and the Proposed Development will preserve those elements of setting that contribute to the significance of the non-designated heritage asset. Furthermore, the Proposed Development will improve the buildings setting by creating distanced views within which it is experienced.
- 5.26 The non-designated **29-33 King Street** is located approximately 53m to the north west of the Application Site. The significance of the building is derived from its architectural interest which is best appreciated from King Street and Smithy Street. Due to its orientation, the Proposed Development will not be visible within this view and there will be no impact on the significance of the asset. The Proposed Development involves the removal of street furniture and bus shelters to its south and replaced them with an area of public realm with associated landscaping.
- 5.27 It is considered that the significance of the 29-33 King Street will be sustained and the Proposed Development will preserve those elements of setting that contribute to the significance of the non-designated heritage asset. Furthermore, the Proposed Development will improve the buildings setting and the context within which it is experienced to the south.
- 5.28 The Proposed Development will have no impact on the significance of **River Tyne Police Offices, Former Mercantile Marine Offices, Mill Dam, 23 Mill Dam, St Hilda's Colliery Head Stocks, Sundial, Four Gate Piers to Church of St Hilda, Church of St Hilda, Trustee Savings Bank, 16 Barrington Street, Alum House Ham, Old Town Hall, 105 and 107 King Street, Lloyds Bank, Entrance building of the former Theatre of Varieties, Marks and Spencer, No's 67 and 69 King Street, the Scotia Public House, Barclays Bank, South Shields Museum and Art Gallery** and its associated **Wall and Railings, the former Marine School, Victoria Hall, 1 Beach Road, 3 & 3a Beach Road, 5 Beach Road, 11 Beach Road, 17 Beach Road, 23 Beach Road, 21 and 21a Beach Road, 29-33 Beach Road, 37-57 Beach Road, Municipal Buildings** and associated **Railings and Piers, Britannia Public House** and associated **Railings, 1-22 Mariners Cottages, 23-39 Mariners Cottages, Boundary Wall to 1-21, Boundary Wall to 23-39, Mill Dam Conservation Area, Mariners**



Cottages Conservation Area, the Buffer Zone of the Frontiers of the Roman Empire [Hadrian's Wall] World Heritage Site, the Quadrant, Mill Dam Jetty, Chimney to former Cookson Glassworks, Merchant Navy Memorial, Staithes House, the Waterfront Public House, Dalton Lane Workshops, the Mission to Seafarers House, Unity Hall, Painted Mural, Ferry Landing, Harton Low Staithes, Former Woolworth Building, Former Bridge Buffet, National Westminster Bank, the Criterion Public House, Mechanics Arms Public House, Lambton Arms Public House, Victorian Pillar Box (Market Place), 10 Mile End Road, Minchellas Café, Burton Menswear, Man with Donkey Statue, Lion Statue, Ship and Royal Public House, Dolly Peel Statue, Fleet and Spirit of South Shields Artworks, the Bridge on River Drive, Victorian Pillar Box, Beach Road / St Hilda Street, opposite South Shields Town Hall, Former South Shields Hebrew Congregation, St Paul and St John United Reform Church, St Bede's Roman Catholic Church, Gas Holder, Bethesda Free Church, Victoria Statue, War Memorial, Baptist Church, Former Unitarian Church, South Tyneside Bangladesh Muslim Cultural Association and Mosque, Freemason's Hall, Gregory Jubilee Hall, Nautical Objects Reliefs, Baitul Malmur James-e-Masjid and Islamic Centre and the Cyprus Public House.

## Outline Masterplan

### Barrington Street / Chapter Row / Coronation Street

#### *Location and Siting of Development*

- 5.29 The Proposed Development involves the creation of new built development that will accommodate leisure and retail uses. These buildings will be designed around the retained No's 16 and 18 Barrington Street. New pedestrian streets are proposed around the existing and proposed buildings, improving connections between Barrington Street and Coronation Street and re-instating streets along the broad alignment of the former Wallis Street and Barrington Lane (as shown on the 1858-1881 and 1915 OS Maps). The proposals will assist in re-establishing a building frontage to Chapter Row (New Barrington Street), with the exception of the area to the front of 16 Barrington Street which will remain open and be landscaped as a public square (Barrington Square). This will enable the ongoing appreciation of the principal front elevation of the listed building and is intended to improve its setting and enhance the connections across this part of the town.
- 5.30 The proposals involve the demolition of the existing three storey building fronting Chapter Row (former Job Centre), this presents the opportunity for the creation of a more engaging and animated building and improved architectural quality within the setting of 16 Barrington Street, the Trustees Savings Bank and the Church of St Hilda. Two additional building blocks are proposed to the rear of 16 and 18 Barrington Street – these will replace existing negative buildings and have potential to create a more attractive frontage to Coronation Street.
- 5.31 The proposed multi storey car park will re-introduce built development on the site to the north of the locally listed Gas Holder, albeit on a larger scale.



### ***The Form and Appearance of the Development***

- 5.32 Only outline planning permission is sought at this stage, with matters of layout, scale, landscape, design and appearance and access reserved. An indication of the form and appearance is however set out in the accompanying Design and Access Statement and visuals, including the desire to enhance the setting of important cultural and heritage assets in the town centre and the promotion of movement.
- 5.33 Within the Barrington Street, Chapter Row and Coronation Street area of the masterplan restaurant frontages are intended to animate the street. Proposed Building 6 includes a restaurant at ground floor with a cinema above and Buildings 10 and 11 are intended to be retail units designed to complete the Coronation Street façade and improve the connection to Waterloo Square. Building 12 is a smaller restaurant or café kiosk. The building frontage created by Buildings 12 and 6 is intended to strengthen the visual connection from the Church of St Hilda through to Interchange Square.

### ***Impact Assessment***

- 5.34 As part of the Proposed Development it is proposed to create a more focussed and direct view of the **Church of St Hilda** (grade II listed). This will allow for a greater appreciation of the rear elevation of the listed building and its apse with decorative tracery windows. The setting of the listed building will be improved by being framed by the proposed buildings to the north and south of Chapter Row, providing it with a greater presence within the Proposed Development and in wider views from the Interchange Square and Keppel Street.
- 5.35 The grade II listed **Sundial** and **Four Gate Piers** are located to the west of the Church of St Hilda and are largely screened by the church and the nearby Trustee Savings Bank. Given the nature and significance of these assets and the intervening development, there will be no impact upon their significance by the Proposed Development. The same considerations apply to the non-designated **War Memorial** located to the west of the church, adjacent to the four gate piers.
- 5.36 The Proposed Development involves the redevelopment of the neighbouring buildings to the immediate west of the grade II listed **Trustee Savings Bank** and will change part of its setting. The listed building forms part of an informal square created by the rear elevation of the Church of St Hilda Row. The listed building is best experienced from the north east of the square, allowing for the principal elevation of the building and the nearby church to be read together. This element of its setting will remain unchanged by the Proposed Development.
- 5.37 The Proposed Development involves the construction of a building (accommodating leisure and retail uses) to the east of the listed building, which will be three storeys in height. The scale and roof structure of the proposals can be reduced and include a stepped effect to the Cornwallis Street elevation (as illustrated in the accompanying visuals), respecting the height of the Trustee Savings Bank. Whilst the Proposed Development will be taller than the listed building, it will not compete or challenge the significance of the Bank. The materials and architectural design of the building including its formality will ensure that it remains a focus in views from the north east and north west. The Proposed Development presents the opportunity for improved architecture when compared with the existing three storey building to its north east. Taking into



consideration the significance of the asset and its setting, the Proposed Development will not harm the listed building and its significance will be sustained.

- 5.38 The grade II listed **16 Barrington Street** is located at the centre of the northern part of the Application Site (albeit excluded from the red line boundary). As identified in Section 4, this building was originally situated within a tight grid pattern of streets in the early 20<sup>th</sup> century which has subsequently been altered and fragmented by redevelopment in the mid to late 20<sup>th</sup> century. The Proposed Development involves the demolition of the existing buildings to its west including the modern extension which currently detracts from the significance of the listed building. This will be replaced with an area of public realm and the proposed leisure and retail building. These demolition works will reveal the side (west) elevation of the listed building and repair works will be undertaken where necessary, allowing for greater appreciation of its architectural detailing.
- 5.39 The proposals also include the demolition and redevelopment of the land to the south and south east of the listed building. The proposals involve the removal of the adjoining modern extension to the south east which currently detract from the significance of the listed building.
- 5.40 The proposed roof structure of the cinema building can be set back (as illustrated in the accompanying visuals) in order to alleviate its impact on the listed building whilst also addressing the new square created in front of 16 Barrington Street. As aforementioned, the proposed square introduces a new area of public realm to the front of the listed building and is linked by a pedestrian route to King Street to the north. This will create a distant and focussed view of the listed building, allowing for its symmetrical facade to be clearly appreciated from King Street. A raised platform area in front of the building is also proposed to clearly define its entrance and increase its prominence within the Proposed Development.
- 5.41 The present area to the side (east) elevation of the building will be enhanced through the creation of a new route and associated public realm together with the proposed buildings to the south and south east of the listed building. This will allow for a continued appreciation of the buildings architectural detailing and a continued understanding of the different phases of the building (with the warehouse element to the rear). The decorative gable of the warehouse element of the building will be appreciated from the proposed square to the north of the listed building.
- 5.42 Whilst the Proposed Development can deliver enhancement of the setting of the listed building, the proposed leisure/retail building is larger in scale than the existing built development and when combined with the proposed buildings to the north, it will reduce the prominence of the listed building from the west and south. It is therefore concluded that there will be a low level of harm to the significance of the listed building.
- 5.43 The non-designated **Lambton Arms Public House** and **Mechanics Arms Public House** abut the boundary of the Application Site to its north west. The Proposed Development involves new development to the immediate south west and south east, creating a new pedestrianised square to their principal elevations. Whilst this will alter the setting of the buildings, from which kinetic views are gained along Chapter Row, it will not detract from their local architectural interest. The non-designated heritage assets will be framed in views from Church Way and Chapter Row by the Proposed



Development, allowing for a continued appreciation of their principal elevations. It is from this point that the architectural interest of the buildings is best appreciated and will therefore remain unchanged. The Proposed Development also seeks to remove the unattractive rear elevations of the properties along King Street, thereby improving the buildings wider context through a combination of demolition and the screening effect of new buildings.

- 5.44 The non-designated **Gas Holder** is located to the immediate south of the Application Site, adjacent to the proposed MSCP. The asset is experienced from various points in the surrounding area due to its height and circular form. The Proposed Development will conceal views of the lower stages of the structure from the north along Chapter Row and Coronation Street. It is not considered that this will detract from the local interest of the structure, principally attributed to its architectural interest, with the upper stages of the structure will still be appreciated in these views and will continue to be appreciated from various other points within the surrounding the area.
- 5.45 As identified in Section 4, the grade II listed **St Hilda's Colliery Head Stocks** sits within an altered and modern context, surrounded by modern industrial units. The Proposed Development will be situated within this heavily altered context, with the proposed MSCP concealing views of the listed building from Garden Lane and Coronation Street to the north east. Whilst this will result in a change within its setting, it will not detract from the special interest of the building, principally attributed to its architectural and historic interest. Furthermore, the listed building will still be appreciated from the surface car park to the west of the proposed MSCP and from the immediate south of the listed building.
- 5.46 The **Mill Dam Conservation Area** is located approximately 213m to the south west of the Application Site and is separated by intervening built development and the changing topography of the land. The Proposed Development will have no impact upon this asset and the associated grade II listed buildings contained within it, including the **River Police Offices, Former Mercantile Marine Offices, Mill Dam and 23 Mill Dam**. The same considerations apply to the non-designated heritage assets within the area, including **the Quadrant, Mill Dam Jetty, Chimney to former Cookson Glassworks, Merchant Navy Memorial, Staithes House, Waterfront Public House, Dalton Lane Workshops, Mission to Seafarers House, Unity Hall, Painted Mural, Ferry Landing, Harton Low Staithes**, and the **Nautical Objects Reliefs**. The distance between these assets and the Applications Site and the screening effect of intervening development, combined with the nature of their significance and setting, means that the Proposed Development will have no impact upon these assets and their significance / local interest will therefore be sustained.

## **King Street**

### ***Location and Siting of the Development***

- 5.47 New built development to be added to King Street will adhere to the traditional strong building line established along the route. It will (in part) replace an existing modern building which is currently vacant and deteriorating and this presents the opportunity for an improved architectural response. Demolition also presents the opportunity to create a more meaningful connection between King Street and Chapter Row (New Barrington



Street). This connection will originate with a new square and the route will terminate at a second new square at New Barrington Street.

- 5.48 The proposed built development to the south of King Street will screen the rear of the existing buildings and create a new street scene. It is intended that Building 7 will create multiple frontages wrapping from King Street to New Barrington Street, with the west elevation facing a new square. Building 13 is designed to screen the existing unattractive and blank rear/side elevation of the existing building.

#### ***The Form and Appearance of the Development***

- 5.49 Two storey retail accommodation is proposed that will sit comfortably alongside the existing buildings lining King Street. Animated ground floors and active frontages are intended, consistent with the profile of the street as a traditional retail destination. The importance of corners can be acknowledged with appropriate architectural details/features. It is also confirmed within the accompanying Design and Access Statement that the roof level of the proposed buildings should be suitably articulated to reflect the varied pitched roof context of the Town Centre and that a 'suitable' connection with the listed building (Lloyds) will be established. The accompanying cross-section drawing along King Street illustrates that the proposed building will be lower in height than the Lloyds Building ensuring the bank has continued presence in the street and that this is not challenged by the Proposed Development.

#### ***Impact Assessment***

- 5.50 The Proposed Development involves the demolition of the neighbouring buildings to the east of the grade II listed **Lloyds Bank** and will change this part of its setting. The listed building is however prominently sited along King Street with an increased height than the surrounding buildings along the street. The experience and prominence of the building will not be compromised or challenged by the Proposed Development due to the subservient height of the replacement buildings (two storeys). Taking into consideration the significance of the asset and its setting, the Proposed Development will not have a harmful effect on this asset and its significance will be sustained.
- 5.51 The same considerations apply to the adjacent **Entrance Building of the Former Theatre of Varieties** (grade II listed), **Marks and Spencer's** (grade II listed) and non-designated **Former Woolworth Building**, all located on King Street. The Proposed Development involves the removal of built development along King Street and the creation of a new route to a new square in front of 16 Barrington Square.
- 5.52 **67 and 69 King Street** (grade II listed) abut the boundary of the Application Site to the north. The listed building is experienced from the north and south where the differing elements (office to the front and warehouse to the rear) of the building can be appreciated. The demolition of buildings along Chapter Row in the mid-20<sup>th</sup> century has exposed the rear elevation to the south. Whilst this allows for an appreciation of the differing functions of the listed building, it was originally enclosed by built development. The Proposed Development will partially conceal views of this rear elevation from Chapter Row and Waterloo Square to the south, although the upper stages will remain partially visible. Whilst this will result in a change within its setting, it will not detract from the special interest of the building, principally attributed to its architectural interest. The



Proposed Development will reinstate built development along Chapter Row and will not result in a harmful effect upon the significance of the listed building.

- 5.53 The Proposed Development will have no impact upon the following listed buildings within this area, including the **Old Town Hall** (grade I listed), **Alum House Ham** (grade II listed), **105 and 107 King Street** (grade II listed), **Scotia Public House** (grade II listed), **Barclays Bank** (grade II listed), **South Shields Museum & Art Gallery** (grade II listed), and its associated **wall and railings** (grade II listed) and the **former Marine School** (grade II listed). Due to the distance, extent of intervening development, combined with the nature of the significance and setting of the listed buildings means that the Proposed Development will have no impact upon these assets and their significance will therefore be sustained.
- 5.54 The same considerations apply to the non-designated heritage assets within the area, including the **Former Bridge Buffet** (30 King Street), **National Westminster Bank**, the **Criterion Public House**, **Victoria Pillar Box** (Market Place), **10 Mile End Road**, **Minchellas Café**, **Burton Menswear**, **Man with the Donkey Statue**, **Lion Statue**, the **Ship and Royal Public House**, the **Dolly Peel Statue**, **Fleet and Spirit of South Shields Artworks** and the **Bridge on River Drive**, **Freemason's Hall**, **South Tyneside Bangladesh Muslim Cultural Association and Mosque**, and the **Baitul Malmur James-e-Masjid and Islamic Centre**.
- 5.55 The **Buffer Zone of the Frontiers of the Roman Empire [Hadrian's Wall] World Heritage Site** is located approximately 380m to the north east of the Application Site. Due to the distance and extent of intervening built development, combined with the proposed height of the Proposed Development, means that the Proposed Development will have no impact upon this asset.

### **Charlotte Street / Fowler Street**

#### ***Location and Siting of the Development***

- 5.56 To the north of Fowler Street and Charlotte Street is the proposed Transport Interchange and retail building (subject to a separate full planning application). The topography of the land rises from the proposed interchange from the north to the south by approximately 10m.
- 5.57 A footsore building is proposed within the southern area. Due to its nature and function, the building occupies a large footprint which is bounded by Garden Lane to the west, Crossgate to the south and Fowler Street/ Westoe Road to the east. The location of the proposed building has been carefully considered to frame existing views and create links across the Proposed Development. The proposed frontage to Fowler Street is designed to establish a consistent building with the existing buildings along Westoe Road to the south.
- 5.58 A large area of public realm is proposed to the immediate east of the proposed foodstore which will be landscaped and incorporate similar materials found to the Market Place. Between the proposed foodstore and the Transport Interchange is a large area of surface car parking with associated Petrol Filling Station and a café / restaurant pod. The position of the surface car parking means that it is largely screened to all sides by



built development. This assists in maintaining the urban pattern of the town along a main route.

### ***The Form and Appearance of the Development***

- 5.59 The proposed foodstore building is two storeys in height with the principal entrance fronting onto Fowler Street and Westoe Road to the east, ensuring an active and animated frontage to this part of the town. This will sit comfortably with the existing buildings within the immediate area and the proposed height of the building will ensure the nearby Municipal Buildings maintains its prominence. It is also confirmed within the accompanying Design and Access Statement that the roof level of the proposed foodstore could be suitably articulated to add layering to the façade and the roofline. The west elevation of the foodstore provides good access and is shown in a tiered arrangement which complements the existing scale found to the buildings within the area.
- 5.60 The proposed retail / café pod in the centre of the site is designed to indicate the entrance to the nearby Transport Interchange and is set within an area of public realm. It is proposed to be single storey and will be constructed from a similar palette of materials found across the Proposed Development, including the copper used on the Transport Interchange.

### ***Impact Assessment***

- 5.61 The Proposed Development involves the demolition of the buildings along Fowler Street and Beach Road at its junction with Charlotte Street and St Hilda Street. This will change an element of the setting of the grade II listed **Municipal Buildings**. The listed building is however prominently sited along Westoe Road, forming part of an impressive civic complex with area of public realm to the front with associated **Gate Piers and Railings** (grade II listed) and the centrally located **Victoria Statue** (non-designated). Due to the design and orientation of the assets, they are best appreciated from the south west where the principal elevations (west and north) are experienced. The Proposed Development will not be visible in these views and as such, these aspects of setting which contribute to the significance of the aforementioned assets will remain unchanged.
- 5.62 The Proposed Development involves the construction of a two storey supermarket within close proximity to the Municipal Buildings (separated via Westoe Road). The scale and height of the Proposed Development ensures that it remains subservient to the nearby large scale listed building, rising no higher than its ground floor (as illustrated within the accompanying cross-section drawings). The robustness of the listed building ensures that it will maintain its prominence within the streetscape, particularly in views along Westoe Road, Beach Road and Crossgate.
- 5.63 The Proposed Development involves the demolition of a traditional terrace of combined residential and retail buildings which have been considerably altered at ground floor to accommodate modern commercial signage and shopfronts. It will, however, create a more spacious setting around the listed building from which its principal elevations can be fully appreciated. These views will be experienced within the context of the nearby listed buildings along Beach Road which are smaller in scale, reinforcing the prominence and scale of the Municipal Buildings within this part of South Shields.



Taking into consideration the significance of the Municipal Buildings, the Gate Piers and Railings, Victoria Statue and their setting, the Proposed Development will not have a harmful effect on these assets and their significance and local interest will be sustained.

- 5.64 The Proposed Development will be visible to and from the grade II listed **1 Beach Road** and **3/3a Beach Road** due to the demolition of the existing buildings on the Application Site. The listed building is however prominent positioned on the corner of Fowler Street and Beach Road at an open junction. The experience and prominence of the listed building will not be challenged by the Proposed Development due to the degree of separation and its lower scale and height. It is not considered that the Proposed Development will affect these assets and their significance will be sustained.
- 5.65 The same considerations apply to the remaining listed buildings that form the various terraces along Beach Road including **5 Beach Road** (grade II listed), **11 Beach Road** (grade II listed) and **17 Beach Road** (grade II listed).
- 5.66 Due to the significance and setting of **23 Beach Road** (grade II listed), **21 and 21a Beach Road** (grade II listed), **29-33 Beach Road** (grade II listed) and **37-57 Beach Road** (grade II listed), it is considered that the Proposed Development will have no impact upon these assets and their significance will therefore be sustained.
- 5.67 The proposed area of public realm to the supermarket will also provide for more direct views of the adjacent grade II listed **Victoria Hall**. The demolition of the existing building along Fowler Street will allow for the full extent of the listed building and its prominent corner position along Fowler Street to be appreciated.
- 5.68 The Proposed Development will be visible within the setting of the **Britannia Public House** (grade II listed), its associated **Forecourt Railings** (grade II listed) and the non-designated **Victorian Pillarbox opposite South Shields Town Hall** and **Baptist Church** from the north. Whilst this will result in a change within their setting, it will not detract from the special interest of the buildings, all of which are principally attributed to their architectural and historic interest. Furthermore, due to the orientation of the Proposed Development, those elements of setting that contribute to their significance / local interest will be sustained.
- 5.69 The Proposed Development will have no impact upon the following non-designated heritage assets within this area, including the **Former South Shields Hebrew Congregation**, **St Paul and St John United Reform Church**, **St Bede's Roman Catholic Church and Vicarage**, **Bethesda Free Church**, **Former Unitarian Church**, **Gregory Jubilee Hall**, and the **Cyprus Public House**. Due to the distance, extent of intervening development, combined with the nature of the significance and setting of the non-designated heritage assets, means that the Proposed Development will have no impact upon these assets and their significance will therefore be sustained.
- 5.70 The **Mariners Cottages Conservation Area** is distanced from the Application Site, located approximately 460m to the east. It is largely separated by intervening built development and the changing topography of the land. The Proposed Development will have no impact upon this asset and the associated grade II listed buildings contained within it, including **No's 1-22 Mariners Cottages**, **No's 23-39 Mariners Cottages**, **Boundary Wall to No's 1-21** and **Boundary Wall to No's 23 to 39**. The distance



between these assets and the Application Site and the screening effect of intervening development, combined with the nature of their significance and setting, means that the Proposed Development will have no impact upon these assets and their significance will therefore be sustained.

## **Statutory Duties and NPPF Policy Considerations**

### **Summary of Impact**

5.71 Based on an assessment of the significance of the designated and non-designated heritage assets and the contribution that elements of setting make to that significance, it is concluded that the Transport Interchange will have no impact on any of the identified heritage assets.

5.72 In relation to the outline masterplan proposals, it is concluded that :

- the Proposed Developments will have a beneficial impact on the Church of St Hilda.
- the Proposed Developments will have no impact on the significance of the: River Tyne Police Offices, Former Mercantile Marine Offices, Mill Dam, 23 Mill Dam, Sundial, Four Gate Piers to Church of St Hilda, Alum House Ham, Old Town Hall, 105 and 107 King Street, the Scotia Public House, Barclays Bank, South Shields Museum and Art Gallery and its associated Wall and Railings, the former Marine School, the Stags Head Public House, 23 Beach Road, 21 and 21a Beach Road, 29-33 Beach Road, 37-57 Beach Road, 1-22 Mariners Cottages, 29-39 Mariners Cottages, Boundary Wall to 1-21, Boundary Wall to 23-39, Mill Dam Conservation Area, Mariners Cottages Conservation Area, the Buffer Zone of the Frontiers of the Roman Empire [Hadrian's Wall] World Heritage Site, the Quadrant, Mill Dam Jetty, Chimney to former Cookson Glassworks, Merchant Navy Memorial, Staithes House, the Waterfront Public House, Dalton Lane Workshops, the Mission to Seafarers House, Unity Hall, Painted Mural, Ferry Landing, Harton Low Staithes, Former Bridge Buffet, National Westminster Bank, Edinburgh Buildings, the Criterion Public House, 4-8 Fowler Street, Victorian Pillar Box (Market Place), 10 Mile End Road, Minchellas Café, Burton Menswear, Man with Donkey Statue, Lion Statue, Ship and Royal Public House, Riddick's, 21 Fowler Street, Dolly Peel Statue, Fleet and Spirit of South Shields Artworks, Bridge on River Drive, Pillarbox opposite South Shields Town Hall, Former South Shields Hebrew Congregation, St Paul and St John United Reform Church, St Bede's Roman Catholic Church, Bethesda Free Church, War Memorial, Former Unitarian Church, South Tyneside Bangladesh Muslim Cultural Association and Mosque, Freemason's Hall, Gregory Jubilee Hall, Nautical Objects Reliefs, Baitul Malmur James-e-Masjid and Islamic Centre and the Cyprus Public House.
- the Proposed Developments will have no harmful impact on the significance of the: Municipal Buildings and its associated Gate Piers and Railings, Victoria Hall, St Hilda's Colliery Head Stocks, Trustee Savings Bank, Lloyds Bank, Entrance Building of the Former Theatre Varieties, Marks and Spencer's, 67 and 69 King Street, 1 Beach Road, 3 and 3a Beach Road, 5 Beach Road, 11 Beach Road, 17 Beach Road, Britannia Public House and associated Railings, Former Woolworth



Building, Mechanics Arms Public House, Lambton Arms Public House, Gas Holder, Baptist Church and Victoria Statue.

- the Proposed Developments will have a limited harmful effect on the significance of 16 Barrington Street.

5.73 With respect to the core planning principle of the NPPF in relation to the historic environment, the Proposed Development will have no impact on the aforementioned heritage assets (bullet points 1, 2 and 3) and will sustain and thereby conserve their significance. The application proposals therefore meet the objectives of paragraphs 131, 132 and 135 of the NPPF in relation to these designated and non-designated heritage assets. With respect to paragraph 137, the Proposed Development will preserve, through causing no harm to those elements of setting that make a positive contribution to the significance of these designated and non-designated heritage assets.

5.74 The objectives of the duty of the 1990 Act will therefore be met in that the settings of these listed buildings and the character and appearance of the conservation areas will be preserved.

5.75 With respect to No 16 Barrington Street, the Proposed Development is considered to have a limited harmful effect on the significance of this listed building, however due to the nature of the significance of the asset and the elements of the setting of that contribute, the impact of the Proposed Development on the overall significance of these assets is considered to be minor in nature and to, in NPPF policy terms, constitute 'less than substantial harm'. In drawing this conclusion regard has been had to the National Planning Practice Guidance, which confirms that 'substantial harm' is a high test and it may not arise in many cases. Importantly, the guidance also clarifies that it is the degree of harm to the assets significance rather than the scale of the development that is to be assessed in arriving at this conclusion.

5.76 Where less than substantial harm is identified, Paragraph 134 of the NPPF requires that this should be weighed against the public benefits of the proposal. The NPPG confirms that public benefits may follow from many developments and could be anything that delivers economic, social or environmental progress as described in the NPPF. Public benefits should flow from the Proposed Development. They should be of a nature or scale to be of benefit to the public at large and should not just be a private benefit. Benefits do not always have to be visible or accessible to the public in order to be genuine public benefits and may include heritage benefits.

5.77 In the case of the identified non-designated heritage assets, paragraph 135 of the NPPF states that In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

### **Local Planning Policy Considerations**

5.78 In accordance with Policy EA1 of the South Shields Core Strategy, the proposals will contribute to improving the distinctive urban character of South Shields by the redevelopment and regeneration of the town centre, improving its built-form along Barrington Street, Chapter Row and Fowler Street.



- 5.79 The proposals accord with Policy EA4 regarding World Heritage Sites by protecting the setting of the Frontiers of the Roman Empire [Hadrian's Wall] World Heritage Site.
- 5.80 The Proposed Developments also respond to Policy SS12 of the Town Centre and Waterfront Area Action Plan and Development Management Policy DM6 by protecting and preserving the significance and setting of the identified listed building and non-designated heritage assets. A limited harmful effect has been identified to the significance of 16 Barrington Street, paragraph 134 of the NPPF is therefore engaged and this harm should be weighed against the public benefits of the proposal.
- 5.81 The application proposals also comply with the Supplementary Planning Document (SPD) 21: List of Locally Significant Heritage Assets, in particular section HA2 regarding the setting of a non-designated heritage asset by not affecting those elements of setting that contribute to their significance.



## 6. Conclusions

- 6.1 The application proposals are based on a clear understanding and appreciation of the significance of the designated and non-designated heritage assets within the vicinity of the Application Sites. The proposals will preserve those elements of setting which contribute to the significance of the nearby listed buildings in accordance with s.66 of the Act, with the exception of 16 Barrington Street. The nearby conservation areas will be sustained together with the Buffer Zone of the nearby World Heritage Site. The significance of the identified non-designated heritage assets will also be sustained. The proposals comply with the relevant paragraphs contained in the NPPF including 131, 132, 135 and 137.
- 6.2 As aforementioned, the outline masterplan proposal is considered to cause a limited harmful effect to the significance of the grade II listed 16 Barrington Street. However, such harm is limited in nature and extent (i.e. less than substantial) and in accordance with paragraph 134 of the NPPF, falls to be weighed in the balance with the wider public benefits to be generated by the proposals.
- 6.3 The proposals accord with the requirements of Policy EA1 and ES4 of the South Shields Core Strategy, Policy SS12 of the Town Centre and Waterfront Area Action Plan and Development Management Policy DM6. Regard has also been had to the actions identified within the adopted South Shields SPD21: List of Locally Significant Heritage Assets.



# **Appendix 1: Heritage Legislation and Planning Policy Considerations**



# Heritage Legislation and Planning Policy Considerations

## Statutory Duties (1990 Act)

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that:

*“In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.”*

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that in the exercise of planning functions with respect to any buildings or land in a conservation area that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

The concept of ‘preserve’ has been interpreted through case law to mean ‘to cause no harm’.

## National Planning Policy

### The National Planning Policy Framework, 2012

The National Planning Policy Framework (NPPF) was introduced in March 2012 as the full statement of Government planning policies covering all aspects of the planning process. Chapter 12 outlines the Government’s guidance regarding the conservation and enhancement of the historic environment.

Paragraph 128 of the NPPF outlines the information required to support planning applications affecting heritage assets, stating that applicants should provide a description of the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the asset’s importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

Paragraph 129 sets out the principles guiding the determination of applications affecting designated and non-designated heritage assets, and states that:

*‘Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal . . . They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset’s conservation and any aspect of the proposal.’*

Paragraph 131 elaborates that local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets, putting them into viable uses consistent with their conservation, as well as the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 132 requires when considering the impact of a proposed development on the significance of a designated heritage asset, that great weight should be given to the asset’s conservation and the more important the asset, the greater that weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss requires clear and



convincing justification. It is noted that substantial harm to or loss of a grade II listed building should be exceptional and substantial harm to or loss of designated heritage assets of the highest significance should be wholly exceptional.

Paragraph 133 states that where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm and or loss is necessary to achieve substantial benefits that outweigh that harm or loss, or all of the following apply:

- *“the nature of the heritage asset prevents all reasonable uses of the site; and*
- *no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and*
- *conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and*
- *the harm or loss is outweighed by the benefit of bringing the site back into use”*

Paragraph 134 requires that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

Paragraph 135 confirms that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. It also states the following:

*“In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.”*

## **Setting**

Paragraph 137 requires local planning authorities look for opportunities for new development within the setting of heritage assets to better reveal their significance. With respect to setting, the policy notes that proposals that preserve those elements of setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably. The setting of a heritage asset is defined by the NPPF as:

*“The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of setting may make a positive or negative contribution to the significance of an assets, may affect the ability to appreciate that significance or may be neutral”<sup>16</sup>*

Paragraph 138 highlights that not all elements of a World Heritage Site or Conservation Area will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area or World Heritage Site should be treated either as substantial harm under paragraph 133 or less than substantial harm under paragraph 134, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area or World Heritage Site as a whole.

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<sup>16</sup> NPPF Annex 2: Glossary



## Consideration of ‘Harm’

The statutory duty to have special regard to the desirability of preserving the special interest and setting of a listed building is a matter which should be accorded considerable importance and weight.

In the event that harm is perceived to arise from proposals, the NPPF provides a policy framework at paragraphs 133 and 134 within which such harm can then be weighed against public benefits bearing in mind the considerable weight to be attached to the statutory duty.

The National Planning Practice Guide (NPPG), published 6<sup>th</sup> March 2014, provides guidance on how to assess if there is substantial harm. This states:

*“What matters in assessing if a proposal causes substantial harm is the impact on the significance of the asset. As the National Planning Policy Framework makes clear, significance derives not only from a heritage asset’s physical presence, but also from its setting.*

*Whether a proposal causes substantial harm will be a judgement for the decision taker, having regard to the circumstances of the case and the policy in the National Planning Policy Framework. In general terms, substantial harm is a high test, so it may not arise in many cases. For example, in determining whether works to a listed building constitute substantial harm, an important consideration would be whether the adverse impact seriously affects a key element of its special architectural or historic interest. It is the degree of harm to the asset’s significance rather than the scale of the development that is to be addressed. The harm may arise from works to the asset or from development within its setting.”*

## Local Planning Policy

### **South Shields Core Strategy, South Tyneside Council (2007)**

The Core Strategy sets out the overarching vision of achieving “a better future for South Tyneside’s people”. It is a blueprint for the economic, social and environmental transformation of the Borough, taking forward the vision of South Tyneside’s Regeneration Strategy and providing the framework for proactively implementing the aims and objectives of the Council’s Community Strategy that affect the use of land and buildings.

Policy SC1 (Creating Sustainable Urban Areas) states that development proposals should create a strong sense of place by strengthening the distinctive historic and cultural qualities and townscape of our towns and villages, and promote high quality design.

With regards to Local Character and Distinctiveness, Policy EA1 states that to conserve the best qualities of South Tyneside’s built and natural environment, the Council will:

*“A. improve the distinctive urban characters of South Shields, Jarrow and Hebburn...”*

In relation to World Heritage Sites, Policy EA4 states that in order to maximise the benefits of its most important heritage assets, the Council will assist its partners by:

*“B: implementing the Hadrian’s Wall World Heritage Site management plan and linking Arbeia to the visitor attractions on the Foreshore; and*

*C: raising the profile of the site by:*



*i) protecting and enhancing their settings; ii) promoting and sensitively interpreting their significance; and*

*iii) improving sustainable access to South Shields and Jarrow town centres and around the sites.”*

### **South Shields Town Centre & Waterfront Area Action Plan, South Tyneside Council (2008)**

This Area Action Plan (AAP) is the detailed development plan document for the South Shields area in the northeast of the Borough. It sets out the more detailed strategy and vision, policies and site-specific land allocations for South Shields town centre, riverside and foreshore.

With regards to protecting the Built Environment Assets of South Shields, Policy SS12 states that:

*“The built environment assets of the South Shields town centre, riverside and foreshore areas will be protected, together with their settings. We will promote and encourage schemes and proposals that protect, preserve and enhance the historic, cultural and architectural character and heritage, visual appearance and contextual importance of the designated sites and settings of:*

*ii) the riverside between the Tyne Dock entrance and the South Pier, including Mill Dam and the area around the Old Town Hall in the Market Place”*

### **South Shields Development Management Policies, South Tyneside Council (2011)**

The Development Management Policies development plan document (DPD) complements other documents prepared as part of the South Shields emerging Local Development Framework (LDF). These include the Core Strategy and other Supplementary Planning Documents.

In relation to Heritage Assets and Archaeology, Policy DM6 states that the Council will support development proposals that protect, preserve and where possible enhance the historic, cultural and architectural character and heritage, visual appearance and contextual importance of heritage assets and their setting, including:

*“A the following Scheduled Ancient Monuments/World Heritage Sites:*

*i) Arbeia Roman Fort (and Vicus as part of the Frontiers of the Roman Empire World Heritage Site);*

*C. listed buildings and structures, non-listed buildings and structures included on the council’s list of locally significant heritage assets, significant landscape features of local heritage and archaeological value and archaeological deposits and remains.”*

## **Guidance**

### **Good Practice Advice Note 3: The Setting of Heritage Assets, Historic England (March 2015)**

The document provides Historic England’s guidance on managing change within the setting of heritage assets. The guidance makes it clear at paragraph 9 that setting is not a heritage asset,



nor a heritage designation, rather its importance lies in what it contributes to the significance of the relevant heritage asset itself. The guidance sets out the need for a systematic and staged approach to assessing the impact of development proposals in the setting of a heritage asset. It confirms that such assessment should be based on an understanding of the significance of the heritage assets affected and then the contribution of setting to that significance. Guidance is provided on what potential attributes of setting may or may not make a contribution to the significance of a heritage asset, noting that in any one instance a limited selection of the attributes will be of particular relevance to an asset. These attributes can comprise:

- the asset's physical surroundings;
- appreciation of the asset;
- an asset's associative relationships with other heritage assets.

When assessing the effect of a proposed development on the significance of a heritage asset through effects on setting, matters of location and siting of development; the form and appearance of development; additional effects; and, permanence are highlighted.

#### **National Planning Practice Guidance (2014)**

Whilst not planning policy the Planning Practice Guidance provides a clear indication of the Government's approach to the application of national policy contained in the NPPF. Where there is conflict between the guidance in the PPG and earlier documents the PPG will take precedence.

#### **Principles of Selection for Listing Buildings, Department for Culture, Media and Sport (2011)**

This guidance sets out the general principles applied when deciding whether a building is of special architectural or historic interest and provides a useful framework for assessing and understanding significance of such designated heritage assets.

#### **Seeing the History in the View, Historic England (2011)**

This guidance was issued in May 2011 and explains how Historic England intends to systematically and consistently assess the historical significance of views. It is the most recent Historic England guidance to include advice and details on a methodology for assessing significance and impact within views analysis. A series of tables or matrices are set out in section Phase B of the document to assist in; the identification of the importance of the assets and the view; assessing the magnitude of the impact on the assets; and, determining the overall impact.

#### **Conservation Principles: Policies and Guidance, Historic England (2008)**

This guidance document sets out Historic England's approach to making decisions and offering guidance about all aspects of England's historic environment. The contribution of elements of a heritage asset or within its setting to its significance may be assessed in terms of its "heritage values".

#### **Frontiers of the Roman Empire World Heritage Site: Hadrian's Wall Management Plan 2015-2019 (2015)**

The Hadrian's Wall Management Plan was approved in 2015 and sets out why the place is special, what will be done to conserve and enhance it over a five-year period, and what will be



done to explain its significance to visitors. This is the fourth edition of the Management Plan for the Hadrian's Wall World Heritage Site. The others were produced in 1996, 2002 and 2008.

### **South Shields '365' Town Centre Vision Document, South Tyneside Council (December 2012)**

The South Shields Town Centre Vision Document sets out a sustainable economic vision for South Shields which will help create new opportunities for residents, businesses and visitors. Key to our long term success is the need to reduce the amount of expenditure leaving South Shields and the borough to other centres. Instead we need to create an expanded retail and leisure offer which ensures that a greater amount of spend is retained in the borough.

### **South Shields Supplementary Planning Document (SPD) 21: List of Locally Significant Heritage Assets (November 2011)**

The local list was adopted by South Tyneside Council in 2011 and is a list of buildings, structures and spaces that do not meet the criteria for national listing by Historic England but are nevertheless important to the local history and distinctiveness of the area. They are often referred to as heritage assets, or locally significant heritage assets. The SPD includes various guidance / policies regarding the setting, alteration and demolition of heritage assets.

### **Mill Dam Conservation Area Management Plan, South Tyneside Council (March 2010)**

The Mill Dam Conservation Area Management Plan was adopted by South Tyneside Council as a Supplementary Planning Document in March 2010. The document provides guidance through policy statements to assist in the development plan process. In particular, Policy CA-MD1 (New Development) states that new development within the conservation area or affecting its immediate setting will normally be required to:

*"A) Protect, preserve and where possible enhance the character or appearance of the Conservation Area;*

*B) Complement the place-making and regeneration aspirations as set out in South Shields Riverside Regeneration: Strategic Development Framework (2007) and Supplementary Planning Document 8: South Shields Riverside Regeneration (2009);*

*C) Be of imaginative high quality design that should respect, harmonise and enhance the character and appearance of the Conservation Area;*

*D) Respect the scale, harmony and character of good quality buildings in the immediate and wider area; and*

*E) Retain and enhance the setting of significant buildings, structures and townscape features."*

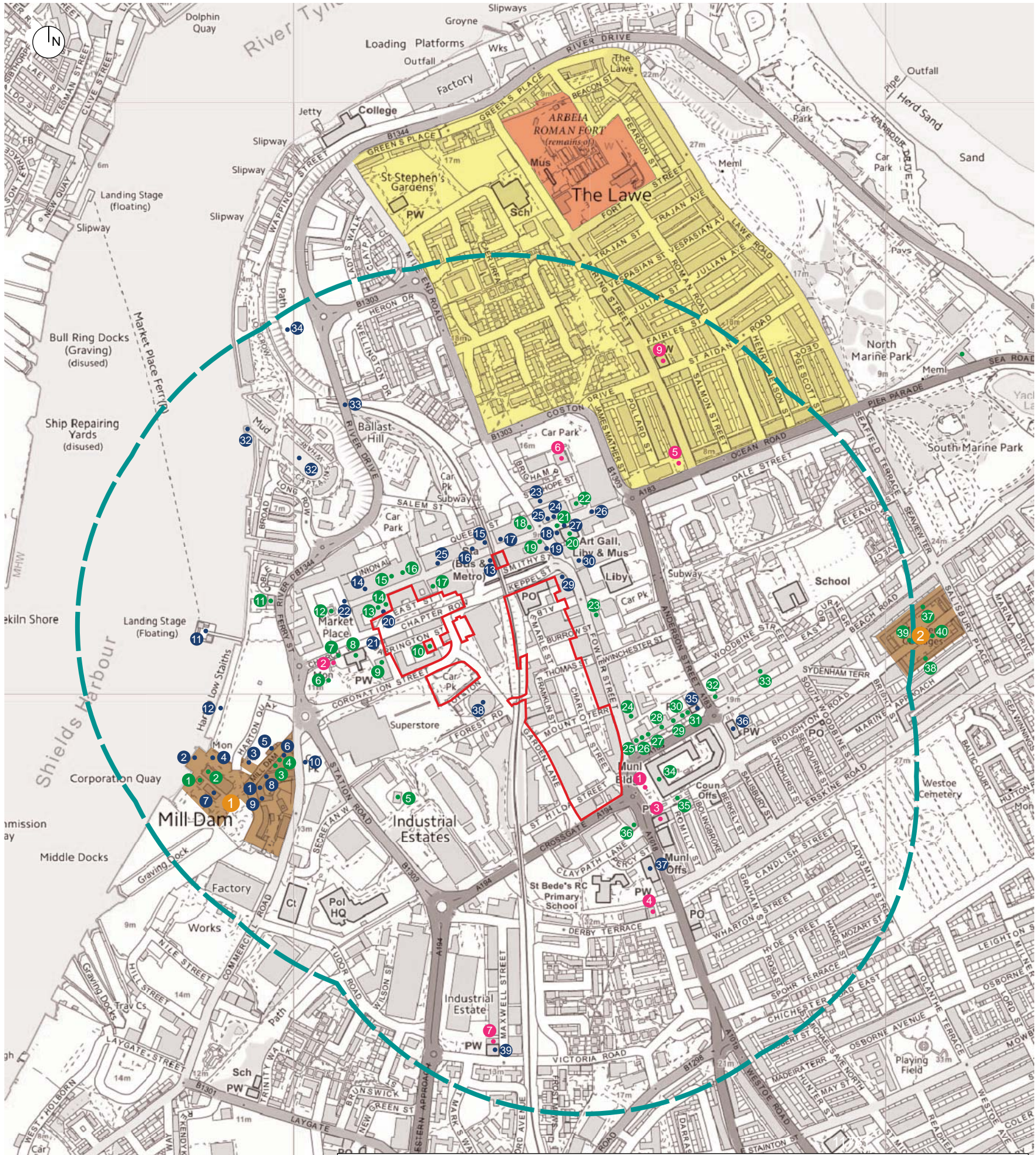
### **Mariners Cottages Conservation Area Management Plan, South Tyneside Council (March 2010)**

The Mariners Cottages Conservation Area Management Plan was adopted by South Tyneside Council as a Supplementary Planning Document in March 2010. The document provides guidance through policy statements to assist in the development plan process.



## **Appendix 2: Heritage Asset Plan**





- Site boundary
- - - 500m study area
- Listed buildings and structures
  1. River Tyne, River Police Offices (grade II listed);
  2. The Former Mercantile Marine Offices (grade II listed);
  3. Mill Dam (grade II listed);
  4. No 23 Mill Dam (grade II listed);
  5. St Hilda's Colliery Head Stocks (grade II listed);
  6. Sundial to South West of Church St (grade II listed);
  7. Four gate piers immediately to the West of Church of St Hilda (grade II listed);
  8. Church of St Hilda (grade II listed);
  9. Trustee Savings Bank (grade II listed);
  10. 16 Barrington Street (grade II listed);
  11. Alum House Ham (grade II listed);
  12. Old Town Hall (grade I listed);
  13. No's 105 and 107 King Street (grade II listed);
  14. Lloyds Bank (grade II listed);
  15. Entrance building of the former Theatre of Varieties (grade II listed);
  16. Marks and Spencer (grade II listed);
  17. No's 67 and 69 King Street (grade II listed);
  18. The Scotia Public House (grade II listed);
  19. Barclays Bank (grade II listed);
  20. South Shields Museum & Art Gallery (grade II listed);
  21. Wall and railings of the museum and Art Gallery Fronting Road (grade II listed);
  22. The former Marine School (grade II listed);
  23. Stags Head Public House (grade II listed);
  24. Victoria Hall (grade II listed);
  25. No 1 Beach Road (grade II listed);
  26. No's 3 & 3a Beach Road (grade II listed);
  27. No 5 Beach Road (grade II listed);
  28. 11 Beach Road (grade II listed);
  29. 17 Beach Road (grade II listed);
  30. 23 Beach Road (grade II listed);
  31. No's 21 & 21a Beach Road (grade II listed);
  32. No's 29-33 Beach Road (grade II listed);
  33. No's 37-57 Beach Road (grade II listed);
  34. Municipal Buildings (grade II listed);
  35. Railings and Piers to the Municipal Buildings (grade II listed);
  36. The Britannia Public House (grade II listed);
  37. No's 1-22 Mariners' Cottage, north side (grade II listed);
  38. No's 23-39 Mariners' Cottage, south side (grade II listed);
  39. Boundary Wall to No's 1 to 21, fronting road (grade II listed);
  40. Boundary Wall to No's 23 to 39 (grade II listed)
- Buildings identified on the HER:
  - 1 Victoria Statue, Westoe Road
  - 2 War Memorial, Church Way
  - 3 Baptist Church, Westoe Road
  - 4 Former Unitarian Church, Derby Terrace
  - 5 South Tyneside Bangladeshi Muslim Cultural Association and Mosque
  - 6 Freemason's Hall
  - 7 Gregory Jubilee Hall
  - 8 Nautical Objects Reliefs
  - 9 Baitul Malmur James-e-Masjid and Islamic Centre
  - 10 Cyprus Public House
- Locally Listed Buildings (Non-Designated Heritage Assets):
  1. The Quadrant, Mill Dam;
  2. Mill Dam Jetty, Mill Dam;
  3. Chimney, former Cookson Glassworks, Harton Staithes;
  4. Merchant Navy Memorial, Mill Dam;
  5. Staithes House (including wall), Mill Dam;
  6. The Waterfront Public House, 9-11 (odds) Mill Dam;
  7. Dalton Lane Workshops, 2-6 Dalton Lane, Mill Dam;
  8. The Mission to Seafarers, Holborn House, 53 Mill Dam;
  9. Unity Hall, 71 Mill Dam;
  10. Painted Mural, Commercial Road;
  11. Ferry Landing;
  12. Harton Low Staithes;
  13. No's 29-33 (odds) King Street;
  14. Former Woolworth Building, King Street;
  15. Former Bridge Buffer, 30 King Street;
  16. National Westminster Bank, 40 King Street;
  17. Edinburgh Buildings, 20-24 (evens) King Street incorporating 1-4 Station Approach;
  18. The Criterion Public House, 2 Ocean Road;
  19. 4-8 (evens) Fowler Street;
  20. Mechanics Arms Public House, East Street;
  21. Lambton Arms Public House, East Street;
  22. Victorian Pillar Box, Market Place / King Street;
  23. 10 Mile End Road;
  24. Minchellas Cafe, 9-11 (odds) Ocean Road;
  25. Burton Menswear, 64 King Street;
  26. Man with the Donkey Statue, Ocean Road;
  27. Lion Statue, Ocean Road;
  28. The Ship and Royal Public House, 1 Ocean Road;
  29. Riddicks, 22 Fowler Street;
  30. HSBC Bank, 21 Fowler Street;
  31. The Dolly Peel Statue, River Drive;
  32. Fleet and Spirit of South Shields Artworks, Market Dock / Long Row;
  33. Bridge, River Drive;
  34. Victorian Pillar Box, Beach Road / St Hilda Street, opposite South Shields Town Hall;
  35. Former South Shields Hebrew Congregation, 25 Beach Road;
  36. St Paul and St John United Reform Church, Beach Road;
  37. St Bede's RC Church and Vicarage, 10 Westoe Road;
  38. Gas Holder, Oyston Street;
  39. Bethesda Free Church, Victoria Road;
- Conservation Area
  1. Mill Dam Conservation Area
  2. Mariners Cottages Conservation Area
- Roman fort - Scheduled ancient monument
- World Heritage Site buffer zone



**Turley**  
1 New York Street  
Manchester  
M1 4HD

T 0161 233 7676

**Turley**  
Heritage



## **Appendix 7.2 Heritage Statement – Library and Digital Media Centre**





South Tyneside Council



# South Shields New Central Library and Digital Media Centre and Market Place Heritage Statement



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**Client**

Muse Developments Ltd and South Tyneside Council

16 June 2014



# 1. Introduction

- 1.1 This Heritage Statement has been prepared by Turley Heritage on behalf of Muse Developments Ltd and South Tyneside Council in support of proposals for the erection of a new central library and digital media centre, the remodelling of the Market Place and erection of a market stall canopy structure.
- 1.2 Two planning applications have been submitted, seeking permission for two separate but related elements of the scheme:
- Application A: Erection of New Central Library & Digital Media Centre, creation of a 40 space car park and pedestrian link
  - Application B: Remodelling of Market Place and erection of market stall canopy structure.
- 1.3 The National Planning Policy Framework (NPPF) 2012 provides the Government's national planning policy on the conservation of the historic environment. In respect of information requirements for applications, it sets out that:
- "In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance"*<sup>1</sup>
- 1.4 To comply with these requirements, Section 2 of this statement introduces the application sites and provides an overview of its history and development. Section 3 identifies all designated heritage assets that may be affected by the proposals and Section 4 describes the significance and setting of these assets. The assessments of significance are proportionate to both the importance of the identified heritage assets and the likely impact of the application proposals. The assessment is undertaken using published information, archival research and on-site visual survey.
- 1.5 Section 5 provides an assessment of the impact of the application proposals in light of the statutory duties of the Planning (Listed Buildings and Conservation Areas) Act 1990, national policy set out in the National Planning Policy Framework 2012 and local planning policy for the historic environment (set out in detail at Appendix 1).
- 1.6 The report concludes at Section 6.

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<sup>1</sup> DCLG, National Planning Policy Framework (NPPF) 2012 – para 128



## 2. The Application Sites

- 2.1 Application Site A is located at the corner of Ferry Street and Church Way. Application Site B is located to the east and broadly covers Market Place.
- 2.2 The Application B proposals focus principally on the enhancement of Market Place as an area of public realm and with the exception of the new market stall canopy and seating areas, the application does not propose built development. A new central library and digital media centre is proposed by Application A and this section therefore focusses on the history and development of Application Site A and the area affected by this element of the proposals. The site is currently vacant following the demolition of Wouldhave House.
- 2.3 Records suggest that the land now proposed for redevelopment was originally within the same ownership at the Church of St Hilda<sup>2</sup> The Church dates back to the medieval period, first being mentioned in a charter in 1154<sup>3</sup> and is believed to have originally stood on a Saxon nunnery. The present church dates back to the 17th and 18th century<sup>4</sup>.
- 2.4 In 1767, the Dean (the Hon Spencer Cowper) and Chapter of Durham who were the major land owners at the time, encouraged the curate of the Church (the Rev Samuel Demis) to dispose of 8 acres of land for the purpose of a market and associated buildings. Of the 8 acres, 2 were reserved for the Market Place and the remaining 6 were utilised for surrounding shops and warehouses. They also obtained a charter in 1770, sanctioning a weekly market and two annual fairs, the first of which was held on the 25th June 1771<sup>5</sup>.

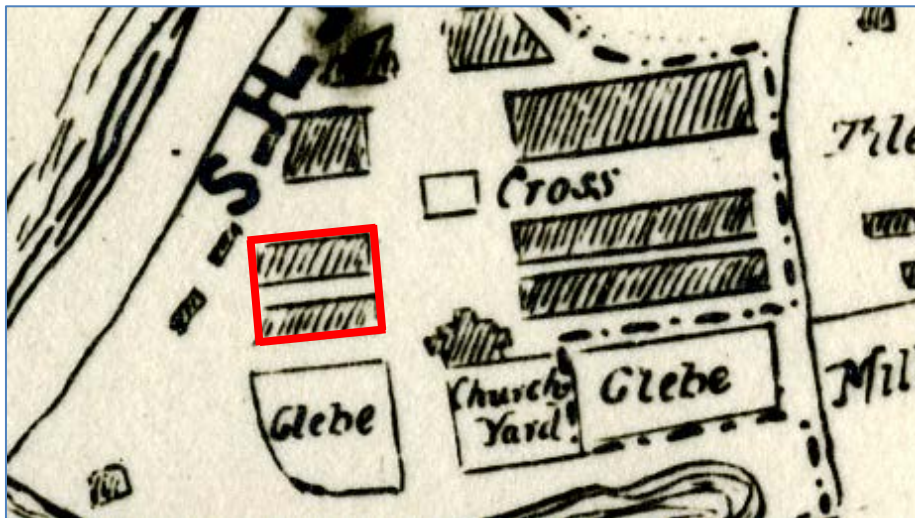


Figure 2.1: Richardson of Darlington Map, 1768<sup>6</sup>

<sup>2</sup> WM. Parson & WM, White (1827) History, Directory and Gazetteer of the Counties of Durham and Northumberland, South Shields, pg.281

<sup>3</sup> Ryder, P (2006) An Archaeological Assessment of St Hilda's Church, South Shields

<sup>4</sup> British History Online (2014) <http://www.british-history.ac.uk/report.aspx?compid=76304>

<sup>5</sup> South Shields Local Landmarks (2014) <http://the-handbooks.co.uk>

<sup>6</sup> Historical Maps of South Shields (2014) <http://www.southtynesideimages.org.uk/maps>



- 2.5 The 1768 Richardson of Darlington Map of South Shields (Figure 2.1) indicates the original 8 acre layout and plan form of the Market Place and surrounding buildings. Application Site A is highlighted in red. The Old Town Hall is not illustrated and is yet to be constructed. The structure at the centre of the Market Place is referred to as a market cross, later incorporated into the Old Town Hall.
- 2.6 A painting dating from the late 17th century illustrates the site of the Old Town Hall and the buildings which originally occupied Application Site A (outlined in red). It is believed that these buildings were a mixture of commercial warehouses and shops.



**Figure 2.2: Painting of the Market Place (unknown artist) c.1770<sup>7</sup>**

- 2.7 The 1883 Map of the Port of South Shields illustrates a proposed Fishery Harbour to the north of the town together with improvement works to the river frontage. Within this map, Thrift Street (situated to the north of the Old Town Hall) is proposed to be enlarged to provide access to a proposed Fishery Harbour. There appears to be no change to the plan form of Application Site A.

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<sup>7</sup> South Shields Art Gallery and Museum (2014) <http://www.bbc.co.uk/arts>



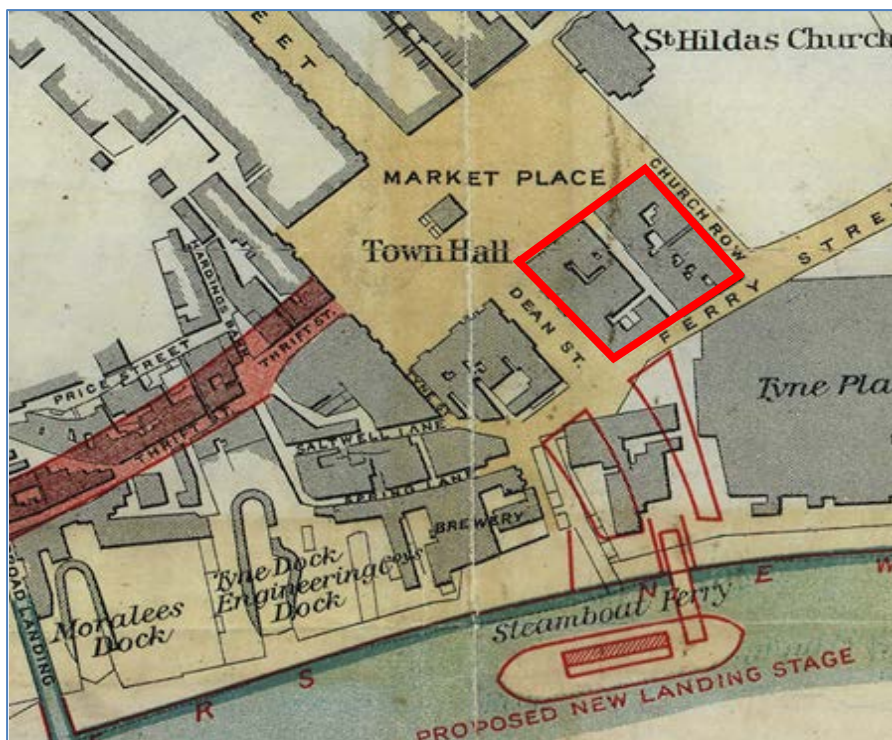


Figure 2.3: Map of the Port of South Shields, 1883<sup>8</sup>

- 2.8 By 1898, the Ordnance Survey Map shows that a tram system has been introduced, cutting across the Market Place from King Street to Church Row. There is little to no change to the surrounding buildings on the Market Place by 1915.

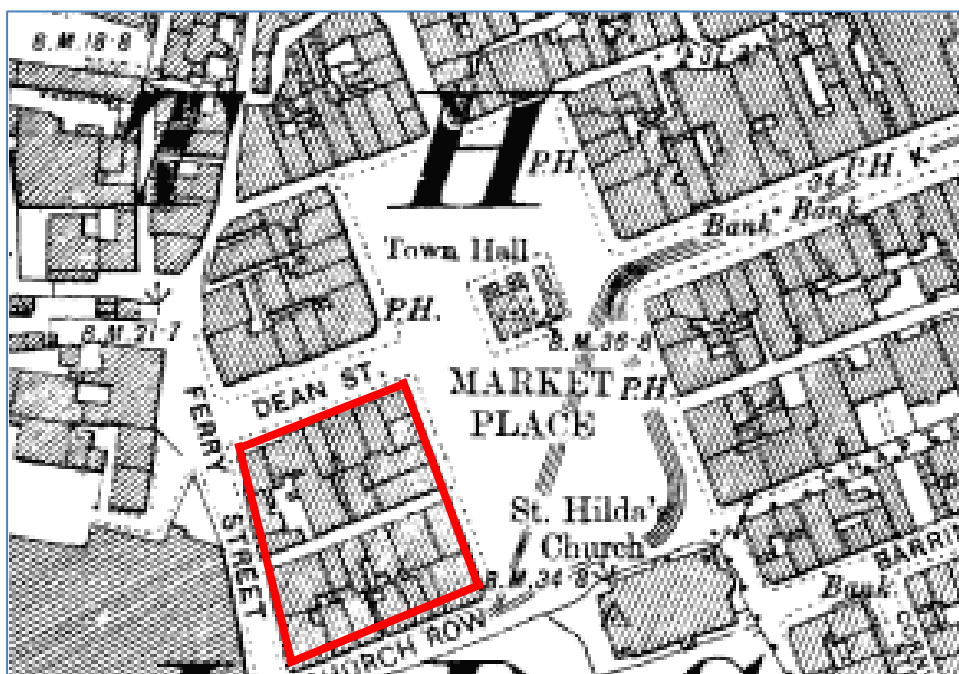


Figure 2.4: Ordnance Survey Map of 1898

<sup>8</sup> Historical Maps of South Shields (2014) <http://www.southtynesideimages.org.uk/maps>





Figure 2.5: Ordnance Survey Map of 1915

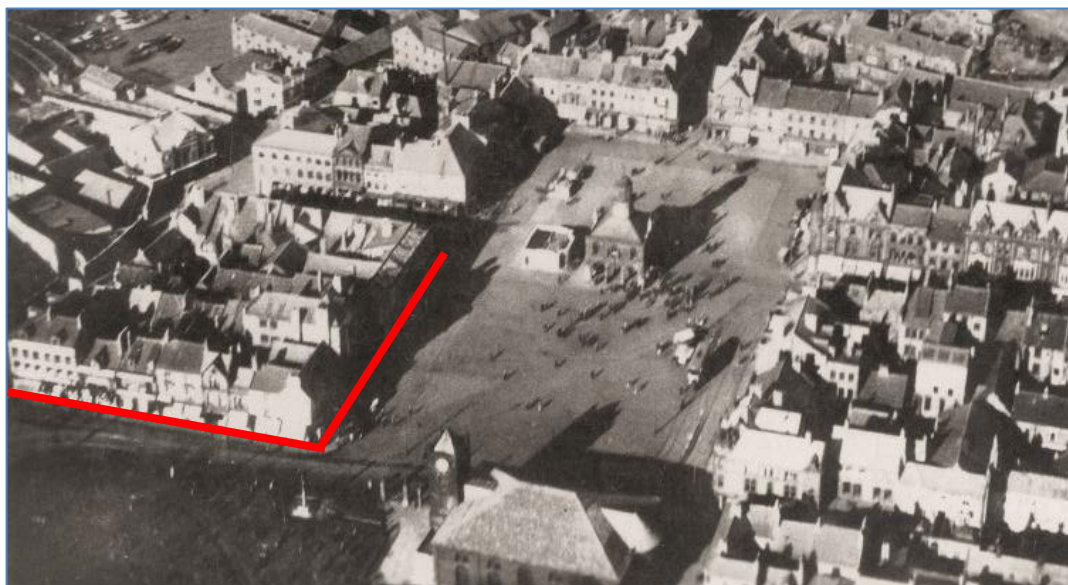


Figure 2.6: Historic Aerial Photograph of the Market Place c.1930<sup>9</sup>

2.9 During World War II, South Shields suffered severe bomb damage and much of the northern and eastern area of the Market Place was destroyed. Only the Old Town Hall and the buildings situated on Application Site A survived.

<sup>9</sup> Old Postcards of South Shields (2014) <http://www.picturesofgateshead.co.uk/>





**Figure 2.7: Historic Photograph of the Bomb Damage to the Market Place c.1941<sup>10</sup>**

- 2.10 The above photograph illustrates the extent of the bomb damage. King Street can be seen to the right of the picture and Thrift Street to the left.
- 2.11 The Ordnance Survey Map of 1956 shows that much of the land hadn't been rebuilt following the war. Comprehensive redevelopment of the area subsequently took place in the 1960's and 1970's. This involved extensive redevelopment and the erection of new buildings to the north of the Market Place.



**Figure 2.8: Ordnance Survey Map of 1956**

- 2.12 Redevelopment at this time also included the demolition of the buildings to the western side of the Market Place (including Application Site A).

<sup>10</sup> South Shields at War (2014) <http://www.netherwood68.freereserve.co.uk/shields>



2.13 Figure 2.9 shows Wouldhave House<sup>11</sup> occupying Application Site A. This took the form of a large continuous building running along the entire western side of the Market Place consisting of shops and offices. This involved the removal of the historic thoroughfare of Dean Street and subsequently enclosed and separated the Market Place from the waterfront.



**Figure 2.9: Aerial View of the Market Place, c.2012<sup>12</sup>**

2.14 During the early 21st century, further buildings were constructed to the north west of the Market Place, including a large residential building along Ferry Street / River Drive. Wouldhave House remained until 2013 when it was demolished as part of the regeneration strategy for South Shields. Application Site A is currently vacant and surrounded by hoardings.

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<sup>11</sup> (Named after the local 18<sup>th</sup>-century boat-builder William Wouldhave)

<sup>12</sup> Bing Maps (2014)



## 3. The Heritage Assets

### Introduction

- 3.1 The National Planning Policy Framework (NPPF) 2012 defines a heritage asset as:

*“A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest.”<sup>13</sup>*

### Designated Heritage Assets

- 3.2 Designated heritage assets are those which possess a level of heritage interest that justifies designation and are then subject to particular procedures in planning decisions that involve them.

### Conservation Area

- 3.3 Mill Dam Conservation Area (designated in 1981) is located 130 metres to the south west of the application site, however due to its distance from the site and the intervening townscape and road network, it is not considered that the proposed development will affect the setting or significance of this asset. Due to its location and the arrangement of the surrounding townscape, it is not considered that the application proposals will impact upon its setting.

### Listed Buildings

- 3.4 The Old Town Hall is located immediately to the north east of the application site. The building was included on the statutory list of buildings of special architectural or historic interest at grade I on the 27th February 1950 and the list description for the asset states the following (a full list entry description is included at Appendix 2):

*“1768. Built by the Dean and Chapter of Durham in the centre of the new Market Place they had laid out circa 1767. Ashlar with pyramidal slate roof. Two storeys. Open arcaded ground floor for use as market hall. Three arches on south, east and west sides on Doric columns, with square rusticated corner piers against which are set half column responds. A central pillar on steps which may be part of a former market cross. The upper floor of 3 bays to each elevation. A central "Venetian" window flanked on either side by a single semi-circular headed window. On the east and west fronts the single windows are blank. On the north front the centre light of the "Venetian" window contains the entrance door with fanlight over.*

*The upper floor is reached by a symmetrical, double branch stone staircase under which the open market hall can be approached through a grand semi-circular arched opening. The roof is crowned by a square timber turret and a domed octagonal cupola. The building was restored in 1977. The hall was originally built by the Dean and Chapter as a place for holding their Manorial Courts and providing offices for their officials. It was sold by them in 1855 to the corporation together with the market tolls.”*

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<sup>13</sup> DCLG, National Planning Policy Framework (NPPF) 2012 – Annex 2: Glossary



- 3.5 To the south east of the site is the Church of St Hilda, this building was included on the statutory list of buildings of special architectural or historic interest at grade II on the 27th February 1950. The list description states the following (a full list entry description is included at Appendix 3):

*“Tower C18. Body of church rebuilt 1810-11. Ashlar, hipped slate roof. Two tiers of windows, the lower ones tall, the upper ones small "clearstory", all with semi-circular hoods. Apse with 3 lights. Tuscan doorcase to former entrance in centre of north wall. West tower has rusticated quoins, contains semi-circular headed west door. Above this a circular window, then 2 stages with louvered belfry openings, finally a clock. pyramidal slate roof behind parapet.*

*To either side of tower, vestry with "Venetian" window and external stairs to gallery. Interior a single space with galleries supported on cast iron columns. Font 1675 by Robert Trollop, Gilt chandelier 1802. Model of lifeboat 1802 suspended from ceiling. Organ case J F Bentley 1865-6. The church, the parish church of South Shields is said to be on the site of a chapel founded by St Aidan circa AD 647 and placed in charge of St Hilda.”*

- 3.6 The gate piers immediately to the west of the Church of St Hilda and a sundial to the south west are also grade II listed. Due to the nature of these assets and their position, it is not considered that they will be affected by the application proposals.



## 4. Significance of the Heritage Assets

### Significance and Special Interest

- 4.1 The NPPF defines the significance of a heritage asset as:

*“The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting.”<sup>14</sup>*

### Listed Buildings

- 4.2 Listed buildings are defined as designated heritage assets that hold special architectural or historic interest. The principles of selection for listed buildings are published by the Department of Culture Media and Sport<sup>15</sup> and supported by English Heritage’s Listing Selection Guides for each building type<sup>16</sup>.

### Assessment

#### The Old Town Hall (Grade I)

##### *Architectural Interest*

- 4.3 The Old Town Hall was constructed in 1768 for the Dean and Chapter of Durham and may be attributed to John Wooler is believed to have been built by a local architect named ‘Hunter’<sup>17</sup>. The Old Town Hall appears to postdate some of the surrounding warehouses and shops which were laid out by the Dean and Chapter of Durham in 1767, as indicated on the 1768 map at Figure 1.
- 4.4 The building consists of two storeys and is constructed from ashlar sandstone. It has an open arcaded ground floor which was originally used as a market hall. There are three Doric column arches with elements of rustication on the south, east and west elevations.
- 4.5 Centrally positioned within the open ground floor of the Hall is what has been referred to as a former market cross. This is a tall circular stone column which pre-dates the Old Town Hall and has been incorporated into the design. This was identified during the restoration of the building in 1976.

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<sup>14</sup> DCLG, National Planning Policy Framework (NPPF) 2012 – Annex 2: Glossary

<sup>15</sup> DCMS Principles of Selection for Listing Buildings, 2012

<sup>16</sup> English Heritage, Listing Selection Guide: Domestic Buildings 2: Townhouses 2012

<sup>17</sup> South Shields Local Landmarks (2014) <http://the-handbooks.co.uk>





**Figure 4.1: The former Market Cross underneath the Old Town Hall**

- 4.6 The upper floor has three bays to each elevation with a central Venetian window flanked on either side by a semi-circular headed window. On the east and west elevations, the single windows are blank. On the north elevation a Venetian window contains the entrance door with a fanlight above. Vertical emphasis and division of the facades is created through the corresponding window arrangements and arches.



**Figure 4.2: West elevation of the Old Town Hall**

- 4.7 Access to the upper floor is gained via a symmetrical, double branched stone staircase with the entrance to the open market hall gained through a grand semi-circular arched



opening. The pyramidal roof is of slate and is crowned by a square timber turret and domed octagonal cupola.

### Historic Interest

- 4.8 As previous stated, the Old Town Hall was constructed for the Dean and Chapter of Durham in 1768 as part of the releasing of land for the construction of a Market Place and warehouses/shops. The upper floor of the building provided offices for local officials and a place for holding manorial courts. The lower floor was used as a shelter for people working and attending the market.
- 4.9 The Old Town Hall is believed to have been specifically positioned at the centre of the Market Place to ensure that the officials of the manorial courts had surveillance of the surrounding area. The position of the building provided key views down the principal streets within South Shields, this included views down King Street and views towards the port and River Tyne along Dean Street.
- 4.10 In 1850, South Shields was granted its charter of Incorporation as a Borough. Shortly after, the South Shields Improvement Act sanctioned the Council to compulsorily obtain land for street improvements which included the Market Place. The Council acquired the Old Town Hall in 1854 and it was subsequently adapted for use as a Council Chamber<sup>18</sup>. The building soon became inadequate and the Council obtained parliamentary powers to build a New Town Hall in 1861<sup>19</sup>.



Figure 4.3: Ordnance Survey Map of 1898

- 4.11 Despite initial threat of demolition, the Old Town Hall continued to be used as a meeting place for the Council until the New Town Hall was completed in 1910.

<sup>18</sup> English Heritage (1950) Listed Building Entry for the Old Town Hall

<sup>19</sup> South Shields Local Landmarks (2014) <http://the-handbooks.co.uk>



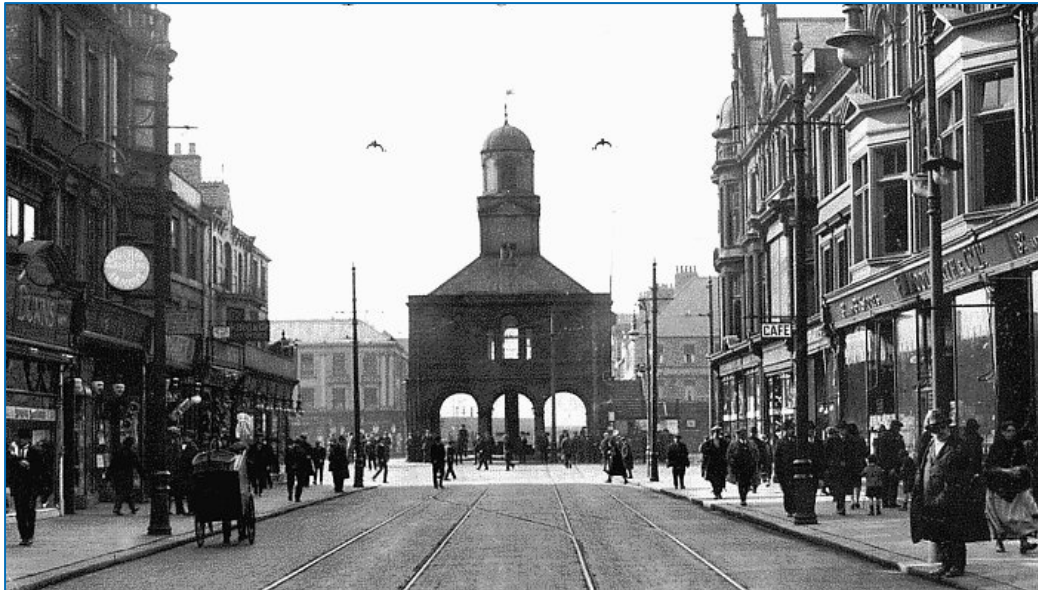


Figure 4.4: Historic Photograph of King Street c.1905<sup>20</sup>



Figure 4.5: Ordnance Survey Map of 1915

- 4.12 The Old Town Hall survived the bombing of South Shields during World War 2 and subsequent redevelopment following the war. The building was restored in 1976 at a cost of £105,000<sup>21</sup>.
- 4.13 Since the construction of the New Town Hall in 1910, the Old Town Hall has been utilised for a wide range of uses including a charity school, reading room and a shipping office<sup>22</sup>.

<sup>20</sup> Historic Photographs of South Shields (2014) <http://www.oldtyneside.co.uk>

<sup>21</sup> South Shields Local Landmarks (2014) <http://the-handbooks.co.uk>

<sup>22</sup> Historic Buildings & Monuments (2014) <http://www.visitsouthtyneside.co.uk>



## Summary of Significance

- The Old Town Hall dates from the mid-18th century and is of significance as one of the earliest remaining buildings in South Shields.
- It is of high architectural interest and significance, attributed to its overall form and heightened by the open arcaded ground floor and the square timber turret and domed octagonal cupola which give the building landmark quality. What is referred to as a former market cross is incorporated into the building.
- The historic dual purpose of the building is of significance, incorporating a market hall at ground floor and meeting/committee rooms at first floor.

## Setting

### *The Asset's Physical Surroundings*

- 4.14 The Old Town Hall is surrounded by a combination of open space and built development. It occupies a central position within the Market Place and has done so since it was built in the 18th century. Historic map evidence and other records show that the Old Town Hall has always been surrounded by buildings, flanking the Market Place. These have been successively redeveloped and the buildings today predominantly date from the 1960s. There is some architectural variation between these, but the existing buildings are generally flat roofed, 3 to 4 storeys in height and are of concrete construction with bands of windows, expressed horizontally. The building frontage lining the eastern edge of the Market Place is broken by King Street. The buildings to the north form a continuous façade.
- 4.15 The now demolished Wouldhave House would have had a similar effect to the western edge of the Market Place and took the form of a long continuous range, blocking the former Dean Street. The demolition of the building has opened up the area to the west of the Old Town Hall, revealing the rear elevation of the curved residential apartment building fronting Ferry Street. Demolition in this area has re-instated Dean Street, although narrower than it was originally.
- 4.16 To the south of the Old Town Hall, beyond Market Place, is the Church of St Hilda. This is separated from the Market Place by a busy vehicular route, dominated by modern road infrastructure and bus stops/shelters.

### *Experience of the Asset*

- 4.17 The Old Town Hall is primarily experienced from within the Market Place. Due to its central position, it is the focal point of this space and the building can be fully appreciated. It is particularly visible from the south where the Market Place is more open and from Church Row and The Church of St Hilda. This view is however compromised to a degree by the modern highway infrastructure along Church Row.
- 4.18 The view westwards from King Street terminates at the Old Town Hall and although not confirmed, it appears as though this was a design intent of the Dean and Chapter of Durham, evident on the Richardson or Darlington Map of 1768.



- 4.19 Following the demolition of Wouldhave House, the former route of Dean Street has been re-opened and although currently narrower than it was originally intended, this allows views of the Hall from the west. This also enables clear views through the ground floor arches of the building and allows a greater appreciation of the form and original function of the building.
- 4.20 The existing modern buildings lining the northern and eastern edges of the Market Place do have uniformity, created by their consistent height, flat roofs, materials and horizontal emphasis. This uniformity does create the effect of a relatively neutral backdrop and frame to the Market Place. The existing buildings are not however attractive. The quality of their finish is poor and the concrete has discoloured. There is no continuity to the treatment of the ground floors and there is a proliferation of commercial signage and advertisements. A Painting from 1770 (Figure 2.2) illustrates the variety of the buildings that originally surrounded the Town Hall and Market Place. These were not as uniform as they are today and included a mix of warehouses and shops. There is no evidence to suggest that the Market Place was a formal or purposefully designed set piece or Georgian Square, rather it was laid out as a market place, surrounded by a variety of buildings.
- 4.21 Demolition to the west of the Old Town Hall has created a temporary fragmented arrangement. Records suggest that the land currently forming Application Site A was originally within the same ownership at The Church of St Hilda. This link has been erased through successive redevelopment.

#### **Associative Attributes**

- 4.22 The Old Town Hall has no clear associations with other heritage assets; with the exception of the shared age and visual relationship with the grade II listed Church of St Hilda to the South. The building has an association with the Market Place, sitting within an open space and enclosed by buildings since 1768.

#### **Summary**

- The Old Town Hall sits centrally within the open Market Place and the building can be fully experienced and appreciated within this space.
- There are more open views of the building from the south (from the Church of St Hilda and Church Row), although this view is slightly compromised by modern road/bus infrastructure.
- Views westwards from King Street terminate with the Old Town Hall, and the newly re-instated Dean Street (although now narrower) facilitates the same view from the west. The clear and uninterrupted view through the ground floor arches of the Hall allow greater appreciation of the buildings' form and original function.
- The existing 1960s buildings to the north and east of the Old Town Hall create a neutral backdrop due to the uniformity of their scale and architecture. The current fragmented nature of the western edge (including Application Site A) weakens the Market Place.



## Church of St Hilda (Grade II)

### Architectural Interest

- 4.23 The Church of St Hilda is an example of ecclesiastical architecture executed in an interpretation of the Georgian style. The Church dates back to the medieval period, first being mentioned in a charter in 1154<sup>23</sup> and is believed to have originally stood on a Saxon nunnery. The present church dates from the 17th and 18th century<sup>24</sup>.



**Figure 4.6: North elevation of the Church of St Hilda**

- 4.24 The church is principally constructed from dark close-jointed sandstone, in relatively large blocks, but laid in courses which vary slightly in height. There is a large ashlar moulded cornice to the eaves, and the hipped roof is of graduated Lakeland slate, with a lower gabled section to the west linking to the tower, and a conical-ended extension on the east above the apse.
- 4.25 The west elevation is covered to the ground floor by the single storey vestries with Venetian windows, above these are round-arched windows. There is also a large tower to this elevation with a clock face and a stone parapet with square-topped finials and topped with a pyramidal spire.

<sup>23</sup> Ryder P (2006) An Archaeological Assessment of St Hilda's Church, South Shields

<sup>24</sup> British History Online (2014) <http://www.british-history.ac.uk/report.aspx?compid=76304>





**Figure 4.7: West elevation of the Church of St Hilda**

- 4.26 The north elevation of the church, fronting the Market Place, is a symmetrical composition of five bays. In the centre is a shallow projection containing a large doorway with Tuscan pilaster surround, topped by a cornice which breaks over the doorway. Above is a large round-headed window with cut dressings. The other bays have windows of this type at a lower level.
- 4.27 The south elevation is virtually identical, except the ground falls away on this side and there is a simple square-section plinth. On this side of the building, the windows of the eastern bay are blocked, and their blockings rendered and lined to simulate ashlar sandstone.
- 4.28 The east elevation has a central apse glanced by bays of a similar type with the windows also blocked and rendered like those on the south elevation. The apse has a segmental plan and consists of three bays of the same type. All three upper windows have been blocked up and the lower third of the central bay has also been blocked up.
- 4.29 There is widespread evidence of change and alteration of the building. The interior is of interest.

### **Historic Interest**

- 4.30 The present Church of St Hilda, built in various stages, is believed to stand on a site occupied by a Saxon nunnery founded by St Aiden in 647AD<sup>25</sup>. There is no record of the exact date of the original foundation of the chapelry but there is evidence for a Saxon

<sup>25</sup> Parish Church of South Shields (2014) <http://www.communigate.co.uk>



building below the present nave<sup>26</sup>. A church existed in Norman times and is mentioned in a Charter of 1154 and again in the Charter of King John in 1204<sup>27</sup>. The earliest Church records for St Hilda's date from 1653.

- 4.31 The church is first illustrated on the 1768 Map of South Shields with a church fronting the recently established Market Place to the north, churchyard to the south and a Glebe either side. A Glebe was land (in addition to or including the parsonage house/rectory and grounds) which was assigned to support the priests of a nearby church<sup>28</sup>.

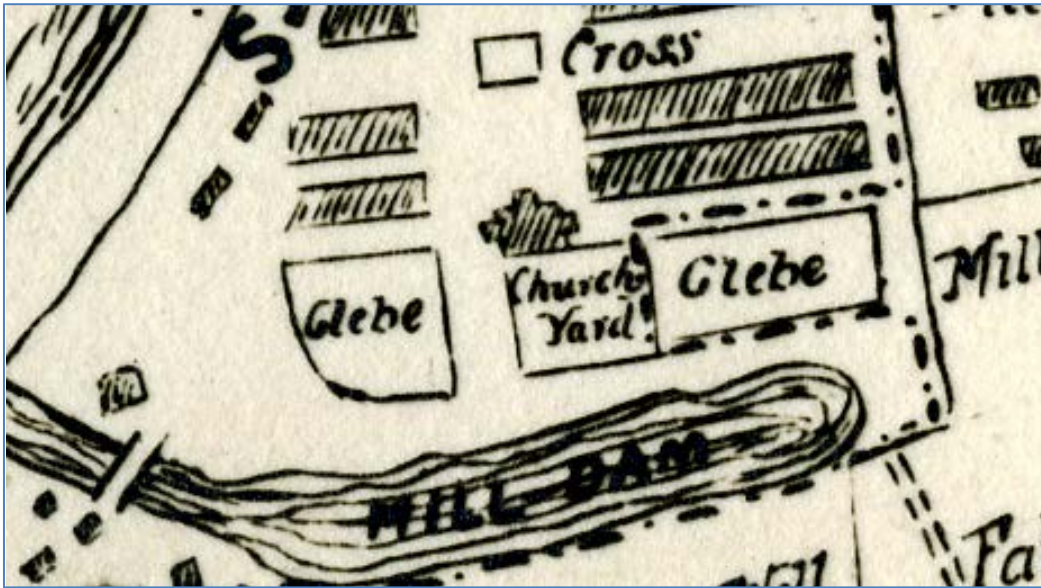


Figure 4.8: Richardson of Darlington Map, 1768<sup>29</sup>

- 4.32 The painting of the Market Place from c.1770 shows a building to the north of The Church of St Hilda which may have been a former presbytery or vicarage. Throughout the 17th century, the building was altered and extended to suit the growing population of South Shields and the Durham historian William Hutchinson provided a useful account of the church as it stood in 1794:

*“The antiquity of the church at Shields is not to be deduced with accuracy from any records before us; it was perhaps nearly contemporary with that of Jarrow: little can be gathered from the structure, it has been so altered and reformed.”<sup>30</sup>*

<sup>26</sup> Ryder, P (2006) An Archaeological Assessment of St Hilda's Church, South Shields

<sup>27</sup> Hutchinson, W (1794) History and Antiquities of the County Palatine of Durham II

<sup>28</sup> Coredon, Dictionary of Medieval Terms

<sup>29</sup> Historical Maps of South Shields (2014) <http://www.southtynesideimages.org.uk/maps>

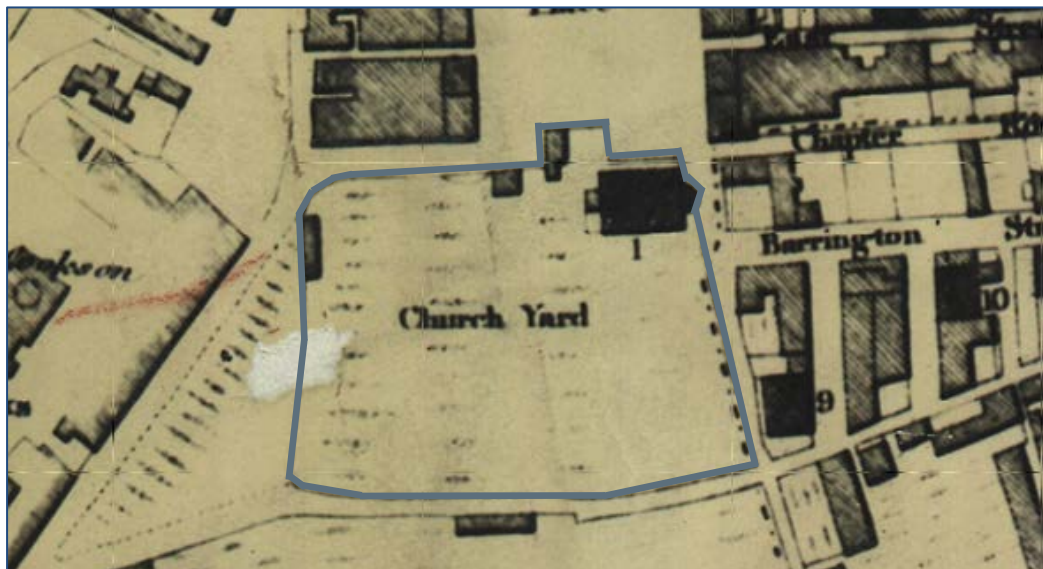
<sup>30</sup> Hutchinson, W (1794) History and Antiquities of the County Palatine of Durham II





**Figure 4.9: Painting of the Market Place (unknown artist) c.1770<sup>31</sup>**

4.33 By 1821, the land associated with the church had been well established (outlined in blue), extending to the south and west along the principal roads. The aforementioned building to the north west of the church and another building to the west of the church are identified on this map together with the majority of the land to the south dedicated to a graveyard. The map of 1883 illustrates that these ancillary buildings have been demolished and alterations to the church are also evident.



**Figure 4.10: Plan of South Shields, 1827<sup>32</sup>**

<sup>31</sup> South Shields Art Gallery and Museum (2014) <http://www.bbc.co.uk/arts>

<sup>32</sup> Historical Maps of South Shields (2014) <http://www.southtynesideimages.org.uk/maps>





Figure 4.11: Plan of the Port of South Shields, 1883<sup>33</sup>

4.34 The road network was improved in the late 20th century and many of the properties along these key routes were demolished to allow for road widening and associated infrastructure.



Figure 4.12: Ordnance Survey Map of 1956

4.35 At this time, a large portion of the graveyard to the south of St Hilda's Church was removed to allow for the widening of Coronation Street. This is highlighted on the Ordnance Survey Map of 1956.

<sup>33</sup> Historical Maps of South Shields (2014) <http://www.southtynesideimages.org.uk/maps>



## Summary of Significance

- The Church of St Hilda, although altered is of historic interest due to its early origins and it still retains medieval fabric.
- The Church is an example of ecclesiastical architecture with Georgian influence. The incremental alteration of the building is clearly legible and this provides tangible evidence and enables an understanding of its depth of history and development. Elements of the interior are also of interest.

## Setting

### *The Asset's Physical Surroundings*

- 4.36 The Church of St Hilda and its associated former graveyard are enclosed by Church Way, Ferry Street and Coronation Street. The north of the church abuts the busy transport route of Church Way. To the front (west) of the church is a large paved area which provides the principal access into the building and directly opposite the entrance is a war memorial in the form of a crucifix. This area is enclosed by gate piers (separately listed at grade II) and railings of varying age and design.
- 4.37 The rear (east) of the church faces an open square. This open space is enclosed by the rear elevation of the church, the grade II listed Trustee Savings Bank and a modern building along Chapter Row. There is also a pedestrian street providing access to Coronation Street along the boundary of the church yard. The former graveyard to the south of the Church consists of a large informal green space bounded by mature trees and hedgerows, with a diagonal path cutting across the centre. Part of the former graveyard to the west appears to be more formally landscaped with a sundial (separately listed at grade II) at the centre, surrounded by extensive planting and mature trees.

### *Experience of the Asset*

- 4.38 The Church is clearly visible adjacent to Church Row and is also clearly visible in views southwards from the Market Place. Due to its tall tower, it has landmark quality and as a result of its height, the upper levels of the building are visible from a wide area.
- 4.39 In terms of the land associated with the Church, it has a clearly defined setting and the spaces around the building (formerly the churchyard) have been formalised and enclosed through tree planting, landscaping and enclosure by railings and gates/gate piers. The paved and open area to the west of the building ensures that the front elevation and entrance to the building is clearly visible, creating an inviting effect. The building also relates well to the square to the east.
- 4.40 Although clearly visible from the Market Place, the relationship the building has with land to the north is diluted by the modern road network and associated infrastructure on Church Row.
- 4.41 As previously stated, later built development has been added to the Market Place and to the south and east of the Church. This has had a limited effect on the Church of St Hilda and it still sits comfortably within this context, benefitting from a more clearly



defined immediate setting. The groupings of trees to the west of the building limit visual connections or relationship between the Church and land to the west and south.

***Associative Attributes***

- 4.42 The Church of St Hilda has an association with the other listed structures proximate to it and functionally associated with it. It has a shared age and visual relationship with the grade I listed Old Town Hall to the north.

**Summary**

- The Church of St Hilda has a well-defined setting consistent with the former churchyard and now divided into a series of areas that are formally landscaped and enclosed by railings and gates/gate piers.
- The Church is clearly visible from Church Row and Market Place to the north. It is however separated from Market Place by Church Row and this limits/dilutes the visual and physical connection.



## 5. Assessment of Impact

### Introduction

- 5.1 The heritage policy and guidance context for consideration of the application proposals is set out in Appendix 1. This includes the statutory duties of the Planning (Listed Buildings and Conservation Areas) Act 1990, national planning policy set out in the NPPF, and local planning policy considerations relevant to the historic environment.
- 5.2 Recent case law has confirmed that Parliament's intention in enacting section 66(1) was that decision-makers should give "considerable importance and weight" to the desirability of preserving the setting of listed buildings, where "preserve" means to "to do no harm" (after South Lakeland). This duty must be borne in mind when considering any harm that may accrue and the balancing of such harm against public benefits as required by national planning policy.
- 5.3 In accordance with the requirements of the NPPF the significance, including the contribution made by setting to the significance of the identified heritage assets, has been described at Section 4.
- 5.4 Importantly, Annex 2 of the NPPF defines "conservation" as the process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances significance. It is not a process that should prevent change and this is particularly relevant, not only in the context of the current proposals to which this statement relates, but also in the context of the wider regeneration proposals that are envisaged for South Shields.
- 5.5 Full details of the design of the proposed building and associated works are set out in the application drawings, visuals and Design and Access Statements prepared by FaulknerBrowns Architects and the Harris Partnership. This statement should also be read in conjunction with the Planning Statement prepared by Turley Associates.

### The Proposals

#### Library

- 5.6 Application A seeks planning permission for the construction of a new central library and digital media centre, together with provision of car parking to the west and a pedestrian link to the town centre. The proposed building will be circular in plan form, with a flat entrance frontage (referred to as the Portico) facing the Market Place to the east.
- 5.7 The design proposes a gently curved elevation which helps to open up routes and views between the Riverside and Market Place, reinstating the historic thoroughfare of Dean Street. The building responds to the important approach to and from the Riverside by introducing a full height glazed elevation to the rear, known as the 'Lens', which will look out over the Ferry Approach. The design of the building formally addresses the Market Place to the front through a modern interpretation of a classical portico.



- 5.8 Careful consideration has been given to the scale of the building, balancing the ambition for the building as a beacon of the community with the sensitivity of the scale and massing of the adjacent listed buildings.
- 5.9 The proposed palette of building materials has been informed by both the existing context of the building and the industrial heritage of South Shields with salt panning, coal mining, glass making and ship building inspiring material choices. The plinth of the building is to be clad with a dark grey textured concrete panel that gives the impression of coal. A circular arrangement of white concrete wraps around the building forming the sleeves of the portico entrance to the front. There are large areas of glass to the entrance and the lens allows views into and out from the building.
- 5.10 The upper levels of the building step out from the plinth below, creating a pronounced circular drum which is to be clad with terracotta baguettes. Full height windows are proposed to the elevations and are either recessed behind the line of the baguettes or expressed as framed elements. These frames will consist of anodised steel or aluminium finishes that reference the local ship building industry.
- 5.11 Application A also includes the formation of a new car park to the west of Ferry Street, providing a new pedestrian crossing across Ferry Street to link the car park with the proposed building.

### **Market Place**

- 5.12 Application B proposes works to Market Place involving the remodelling of the existing space, together with the addition of a permanent covered market stall area to the north of the Old Town Hall and other associated landscaping improvements.
- 5.13 The remodelling proposals are designed to incorporate the Old Town Hall, St Hilda's Church and the new Central Library and Digital Media Centre into the existing Market Place as important civic buildings focussed around the existing space. The central area is proposed to be a clutter free environment which can accommodate market stalls and other events. The design creates a subtle definition between the southern area of Market Place and the space around the existing retail and commercial buildings.
- 5.14 The paving layout has been designed to contrast between the two different spaces. A subtle transition between the main square and the surrounding comfort zones are created by varying the size and texture of the York stone paving. A York stone paving material is specified for the Civic Square area of Market Place that has a natural, diamond sawn finish that is considered to fit contextually with the Old Town Hall and St Hilda's Church. Further information on this can be found within the accompany Design and Access Statement.
- 5.15 The internal edges of the square are defined as comfort zones which consist of seating areas, lighting and tree planting. The seating consists of large sculptural blocks of stone with brushed stainless steel backs which are used to help define the space. The tree avenue design allows the entrance areas to the area to be framed without impacting upon the permeability through the space. Views and connections between the key buildings will be maintained.



- 5.16 To enhance the permeability of the edges of the Market Place, the perimeter street is defined as a shared surface. Traditional kerbs are to be removed and the roads are paved to create accessibility throughout. To encourage pedestrian movement it is proposed that the vehicle movement through the site is reduced and controlled.
- 5.17 The proposed covered market stall to the north provides a focussed area for market stalls and recreation. This will consist of a structure of columns supporting a stainless steel clad canopy with a bronze mirrored finish. The structure remains open on all sides to ensure optimum inter-visibility.
- 5.18 The form of the structure has been designed to create a chamfered structure which is deeper in the centre than at the eaves. The chamfered design allows the eaves depth to be kept to a minimum and allows a more elegant profile. The side profile of the canopy is cut away to create a greater depth profile on the outer edge of the canopy, ensuring the structure faces the market square and allows a greater sense of enclosure.

### **Impact on the Setting and Significance of the Old Town Hall**

- 5.19 The Application A proposals involve redevelopment of the site formerly occupied by Wouldhave House, a building that did not contribute to the significance of the Old Town Hall. Since demolition of the former office building, the site has remained vacant and is currently enclosed by hoardings. Importantly, Market Place was not designed as a set-piece or traditional Georgian Square. The buildings that surround it have been successively redeveloped and a range of modern buildings have been introduced without altering the significance of the Old Town Hall.
- 5.20 The proposed new library building has been sited to ensure that it will not encroach into or erode the openness of the Market Place. It will not disrupt or block any key views to or from the historic Hall and the prominent position of the Hall at the centre of the Market Place will not be interrupted or challenged. Importantly, the position of the new building ensures that the former street block and street pattern can be restored and the proposals involve the re-opening and reinstatement of Dean Street, facilitating clear and uninterrupted views of the Old Town Hall from King Street and Dean Street.
- 5.21 The library will positively engage with the Market Place and incorporates a centrally positioned and linear entrance (referred to as the Portico) that will face directly onto the open space. The proposals will introduce a new circular form to the edge of the Market Place and this deviates from the linear/rectangular form established by the existing and previous buildings around the space. There is however evidence of varied architecture and the development of individually sited buildings in the history of the area, evidenced by Figure 2 and references to a 'mix of warehouses and shops', it is not however considered that will compromise the form or quality of the Market Place and the setting role it plays in relation to the Old Town Hall. Indeed, the proposals facilitate greater appreciation of the structure through the re-opening of Dean Street as a thoroughfare and the ability for clear views through the arcaded structure of the building.
- 5.22 Application B proposes a range of positive works for Market Place including greater definition of the space to create a civic area proximate to the new library and a more clearly defined market area to the north of the Old Town Hall. These works retain the openness of the space, important to the significance of the Hall, yet involve remodelling



and the introduction of higher quality and complementary paving materials. Removal of the existing pavements/kerbs and re-levelling to deter traffic, together with the introduction of landscaping and seating areas will create an improved setting for the grade I listed building.

- 5.23 The new proposed market canopy to the north of the Old Town Hall is of a contemporary and lightweight design. The structure will not compete or conflict with the Hall and is intended to support the historic market use of the space.
- 5.24 Positioned to the north of the Old Town Hall, the permeable canopy and column structure will not interrupt any key and important views of the grade I listed Hall and will provide a contemporary contrast to the listed building.

### **Impact on the Setting and Significance of the Church of St Hilda**

- 5.25 The new library will be visible from The Church of St Hilda but will not disrupt views of the building, nor will it affect any elements of the setting of the Church that contribute to its significance.
- 5.26 As previously stated in this report, the Church of St Hilda has a well-defined setting consistent with the former churchyard and now divided into a series of areas that are formally landscaped and enclosed by railings and gates/gate piers. Later built development has previously been added to the Market Place and to the south and east of the Church. This has had a limited effect on the Church of St Hilda and it still sits comfortably within this context, benefitting from a more clearly defined immediate setting.
- 5.27 The visual relationship between the listed building and Market Place although currently diluted by the modern road network and associated infrastructure will be preserved and the proposed public realm enhancements and landscaping of Market Place will enhance the space.
- 5.28 Future proposals for the removal of transport infrastructure from Church Way will markedly improve the immediate setting of the building and improve its relationship with Market Place and the Old Town Hall.

### **The Statutory Duties and NPPF Policy**

- 5.29 The statutory duty to have special regard to the desirability of preserving the special interest and setting of a listed building is a matter which should be accorded considerable importance and weight. The presumption is therefore that development proposals should not give rise to harm to the special interest of a listed building.
- 5.30 The NPPF also requires that great weight is given to the conservation of designated heritage assets and this reflects the statutory duties of the 1990 Act with respect to listed buildings and conservation areas. Conservation is defined by the NPPF as the process of maintaining and managing change to heritage assets in ways that sustain, and where appropriate, enhance their significance.



- 5.31 In the event that harm is perceived to arise from proposals, the NPPF provides a policy framework at paragraphs 133 and 134 within which such harm can then be weighed against public benefits (133) or substantial public benefits (134) bearing in mind the 'considerable weight' to be attached to the statutory duty.
- 5.32 From an assessment of the significance of the relevant designated heritage assets proximate to the Application Sites A and B; and, the contribution that elements of setting including the Application Sites make to that significance; it is concluded in relation to the core planning principle of the NPPF that the application proposals will sustain and thereby conserve the significance of the Old Town Hall and the Church of St Hilda. The application proposals therefore meet the objectives of paragraphs 131 and 132 of the NPPF in relation to these designated heritage assets.
- 5.33 With respect to paragraph 137, the application proposals will preserve, through causing no harm those elements of setting that make a positive contribution to the significance of these identified designated heritage assets. The objective of the duty of the 1990 Act will therefore be met in that the settings of the listed buildings will be preserved.

### **Local Planning Policy**

- 5.34 In accordance with Policy EA1 of the South Shields Core Strategy, the proposals will contribute to improving the distinctive urban character of South Shields. The application proposals also respond to Policy SS12 of the Town Centre and Waterfront Area Action Plan and Development Management Policy DM6 by protecting, preserving and enhancing the significance and setting of the Old Town Hall and the Church of St Hilda.



## 6. Conclusion

- 6.1 Application A seeks planning permission for the construction of a new central library and digital media centre for South Shields. The design proposes a building with a gently curved elevation that will help to open up routes and views between Riverside and the Market Place, and will also re-instate the historic thoroughfare of Dean Street. The building will formally address Market Place with a modern interpretation of a classical portico. The proposed palette of materials has been informed by both the existing context of the building and the industrial heritage of South Shields.
- 6.2 Application B proposed a range of positive works to Market Place, including greater definition of the space to create a civic area proximate to the new library and a more clearly defined market area to the north of the Old Town Hall. A new contemporary and lightweight canopy is proposed, intended to support the historic market use of the space.
- 6.3 On assessment of the significance of the identified heritage assets and the contribution that elements of setting, including the Application Sites make to that significance, it is concluded that the application proposals (A and B) will have no harmful effect on the significance of the Old Town Hall or the Church of St Hilda. In relation to these designated heritage assets, the proposals accord with the objectives of the statutory duty of the 1990 Act and NPPF paragraphs 131, 132 and 137. The proposals also accord with the requirements of local planning policies EA1, SS12 and DM6.



# Appendix 1: Heritage Legislation and Planning Policy Considerations

## Heritage Legislation and Planning Policy Considerations

### Statutory Duties (1990 Act)

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that:

*“In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.”*

### National Planning Policy

#### The National Planning Policy Framework, 2012

The National Planning Policy Framework (NPPF) was introduced in March 2012 as the full statement of Government planning policies covering all aspects of the planning process. Chapter 12 outlines the Government's guidance regarding the conservation and enhancement of the historic environment.

Paragraph 128 of the NPPF outlines the information required to support planning applications affecting heritage assets, stating that applicants should provide a description of the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the asset's importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

Paragraph 129 sets out the principles guiding the determination of applications affecting designated and non-designated heritage assets, and states that:

*'Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal . . . They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.'*

Paragraph 131 elaborates that local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets, putting them into viable uses consistent with their conservation, as well as the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 132 requires when considering the impact of a proposed development on the significance of a designated heritage asset, that great weight should be given to the asset's conservation and the more important the asset, the greater that weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss requires clear and



convincing justification. It is noted that substantial harm to or loss of a grade II listed building should be exceptional and substantial harm to or loss of designated heritage assets of the highest significance should be wholly exceptional.

Paragraph 133 states that where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm and or loss is necessary to achieve substantial benefits that outweigh that harm or loss, or all of the following apply:

- *“the nature of the heritage asset prevents all reasonable uses of the site; and*
- *no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and*
- *conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and*
- *the harm or loss is outweighed by the benefit of bringing the site back into use”*

Paragraph 134 requires that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

Paragraph 135 confirms that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. It also states the following:

*“In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.”*

Paragraph 137 requires local planning authorities look for opportunities for new development within the setting of heritage assets to better reveal their significance. With respect to setting, the policy notes that proposals that preserve those elements of setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably. The setting of a heritage asset is defined by the NPPF as:

*“The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of setting may make a positive or negative contribution to the significance of an assets, may affect the ability to appreciate that significance or may be neutral”.<sup>34</sup>*



## **Local Planning Policy**

### **South Shields Core Strategy, 2007**

With regards to Local Character and Distinctiveness, Policy EA1 states that:

To conserve the best qualities of South Tyneside's built and natural environment the Council will:

*"A. improve the distinctive urban characters of South Shields, Jarrow and Hebburn..."*

### **South Shields Town Centre & Waterfront Area Action Plan 2008**

This Area Action Plan (AAP) is the detailed development plan document for the South Shields area in the northeast of the Borough (see aerial photograph opposite). It sets out the more detailed strategy and vision, policies and site-specific land allocations for South Shields town centre, riverside and foreshore, as illustrated on the Proposals Map inset. When adopted, these will replace the relevant 'saved' policies and proposals within the UDP. The adopted Area Action Plan will then have an indicative lifespan of 15 years from the date of adoption.

With regards to protecting the Built Environment Assets of South Shields, Policy SS12 states that:

*"The built environment assets of the South Shields town centre, riverside and foreshore areas will be protected, together with their settings. We will promote and encourage schemes and proposals that protect, preserve and enhance the historic, cultural and architectural character and heritage, visual appearance and contextual importance of the designated sites and settings of:*

*ii) the riverside between the Tyne Dock entrance and the South Pier, including Mill Dam and the area around the Old Town Hall in the Market Place"*

### **South Shields Development Management Policies, 2011**

The Development Management Policies development plan document (DPD) complements other documents prepared as part of the South Shields emerging Local Development Framework (LDF). These include the Core Strategy (adopted in June 2007) and other Supplementary Planning Documents.

In relation to Heritage Assets and Archaeology, Policy DM6 states that the Council will support development proposals that protect, preserve and where possible enhance the historic, cultural and architectural character and heritage, visual appearance and contextual importance of heritage assets and their setting, including:

*"C. listed buildings and structures, non-listed buildings and structures included on the council's list of locally significant heritage assets, significant landscape features of local heritage and archaeological value and archaeological deposits and remains.*



## Guidance

### ***South Shields '365' Town Centre Vision Document, December 2012***

The South Shields Town Centre Vision Document sets out a sustainable economic vision for South Shields which will help create new opportunities for residents, businesses and visitors. Key to our long term success is the need to reduce the amount of expenditure leaving South Shields and the borough to other centres. Instead we need to create an expanded retail and leisure offer which ensures that a greater amount of spend is retained in the borough.

In relation to the Market Place and the site of Wouldhave House, it states that:

- *“The masterplan proposes two new buildings to replace Wouldhave House. The larger of the two which faces the Riverside and St. Hilda’s Church grounds is proposed as an Arts and Cultural Hub with a new Central Library and Community Hub at its heart. This would include ground floor commercial food/leisure/ retail opportunities. This building provides the opportunity for a building of significant architectural merit which would act as a ‘Culture’ counterpoint to ‘Leisure’ offer embodied in the new pool complex at the Foreshore.*
- *Central to these new developments will be improvements to the public realm which will see the Market Square remodelled to provide a 21st Century civic space which retains its historic function but creates new opportunities for civic life. Ultimately, finding a new use for the Old Town Hall will give further purpose to this space and provide a further unique attraction.”*

### **English Heritage: The Setting of Heritage Assets (October 2011)**

The document provides English Heritage’s guidance on managing change within the setting of heritage assets.

The guidance makes it clear at paragraph 2.4 that setting is not a heritage asset, nor a heritage designation, rather its importance lies in what it contributes to the significance of the relevant heritage asset itself.

The guidance sets out the need for a systematic and staged approach to assessing the impact of development proposals in the setting of a heritage asset. It confirms that such assessment should be based on an understanding of the significance of the heritage assets affected and then the contribution of setting to that significance.

Guidance is provided on what potential attributes of setting may or may not make a contribution to the significance of a heritage asset, noting that in any one instance a limited selection of the attributes will be of particular relevance to an asset. These attributes can comprise:

- the asset’s physical surroundings;
- experience of the asset;
- an asset’s associative relationships with other heritage assets.



When assessing the effect of a proposed development on the significance of a heritage asset through effects on setting, matters of location and siting of development; the form and appearance of development; additional effects; and, permanence are highlighted.



## **Appendix 2: List Entry for the Old Town Hall**

# List Entry Summary

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

**Name:** OLD TOWN HALL

**List Entry Number:** 1232158

## Location

OLD TOWN HALL, MARKET PLACE

The building may lie within the boundary of more than one authority.

**County:**

**District:** South Tyneside

**District Type:** Metropolitan Authority

**Parish:**

**National Park:** Not applicable to this List entry.

**Grade:** I

**Date first listed:** 27-Feb-1950

**Date of most recent amendment:** Not applicable to this List entry.

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## Legacy System Information

The contents of this record have been generated from a legacy data system.

**Legacy System:** LBS

**UID:** 407497

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## Asset Groupings

This List entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.



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# List Entry Description

## Summary of Building

Legacy Record - This information may be included in the List Entry Details.

## Reasons for Designation

Legacy Record - This information may be included in the List Entry Details.

## History

Legacy Record - This information may be included in the List Entry Details.

## Details

1.  
5102 MARKET PLACE  
Old Town Hall  
NZ 3667 SW 4/44 27.2.50

I

2.  
1768. Built by the Dean and Chapter of Durham in the centre of the new Market Place they had laid out circa 1767.  
Ashlar with pyramidal slate roof. Two storeys. Open arcaded ground floor for use as market hall. Three arches on south, east and west sides on Doric columns, with square rusticated corner piers against which are set half column responds. A central pillar on steps which may be part of a former market cross.  
The upper floor of 3 bays to each elevation. A central "Venetian" window flanked on either side by a single semi-circular headed window. On the east and west fronts the single windows are blank. On the north front the centre light of the "Venetian" window contains the entrance door with fanlight over.  
The upper floor is reached by a symmetrical, double branch stone staircase under which the open market hall can be approached through a grand semi-circular arched opening.  
The roof is crowned by a square timber turret and a domed octagonal cupola.  
The building was restored in 1977.  
The hall was originally built by the Dean and Chapter as a place for holding their Manorial Courts and providing offices for their officials. It was sold by them in 1855 to the corporation together with the market tolls.

Listing NGR: NZ3606467139

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# Selected Sources

Legacy Record - This information may be included in the List Entry Details.

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## Map

### National Grid Reference: NZ 36064 67139

The below map is for quick reference purposes only and may not be to scale. For a copy of the full scale map, please see the attached PDF - [1232158.pdf](#)



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**Turley**  
1 New York Street  
Manchester  
M1 4HD

T 0161 233 7676

**Turley**  
Heritage





[Insert text here]

**Turley Office**  
<Turley Office>

T <Turley Office phone no>

**Turley**